

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUN 9 1987

UNIVERSITY OF CALIFORNIA



**LAND USE, CIRCULATION, OPEN SPACE AND CONSERVATION
ELEMENTS OF THE GENERAL PLAN**

TABLE OF CONTENTS

CHAPTER 1:	INTRODUCTION	1-1
CHAPTER 2:	PLANNING AREA	2-1
CHAPTER 3:	LAND USE ELEMENT	3-1
1.0	Goals	3-1
2.0	Conditions and Trends	3-2
3.0	Policies	3-8
4.0	Programs	3-14
CHAPTER 4:	CIRCULATION ELEMENT	4-1
1.0	Goals	4-1
2.0	Conditions and Trends	4-2
3.0	Policies	4-7
4.0	Programs	4-8
CHAPTER 5:	OPEN SPACE ELEMENT	5-1
1.0	Goals	5-1
2.0	Conditions and Trends	5-2
3.0	Policies	5-12
4.0	Programs	5-13
CHAPTER 6:	CONSERVATION ELEMENT	6-1
1.0	Goals	6-1
2.0	Conditions and Trends	6-2
3.0	Policies	6-19
4.0	Programs	6-21
APPENDICES:		
A.	Zoning Compatibility Matrix	
B.	Land Use and Circulation Plan - Open Space and Conservation Plan	Back Cover Flaps
LUE(1):	TOC	



Digitized by the Internet Archive
in 2024

<https://archive.org/details/C124892286>

LIST OF FIGURES

Figure No.	Title	Page No.
2-1	Location Map	2-2
2-2	Planning Area Boundary	2-3
2-3	Soils Associations and Capability Group Ratings	2-8
2-4	Flood Prone Areas	2-12
2-5	Rare, Endangered and Sensitive Plants and Wildlife	2-13
3-1	Existing Land Use	3-4
4-1	Arterial Cross Section	4-2
4-2	Collector Cross Section	4-3
4-3	Local Street Cross Section	4-3
4-4	Traffic Counts	4-5
5-1	Park Lands and Facilities (Public, Quasi-Public and Private)	5-6
5-2	Regional Serving Areas and Recreation Facilities	5-9
6-1	Domestic Water Supply System	6-4
6-2	Wastewater Disposal Outfall Line Irrigation and Percolation System	6-5
6-3	Topography	6-8
6-4	Tulare-Pixley Land Subsidence Area	6-9
6-5	Agricultural Preserves	6-13
6-6	Surveyed Archaeological Sites	6-14
	LAND USE AND CIRCULATION PLAN	Back Cover
	OPEN SPACE AND CONSERVATION PLAN	Flap

CHAPTER 1:

- INTRODUCTION -

CHAPTER 1: INTRODUCTION

The California Government Code, Sections 65300 and 65302, requires the planning agency and the legislative body of each local legislative jurisdiction in the State to adopt a long-term comprehensive general plan for the physical development of that jurisdiction. The plan must also include any land outside the jurisdiction's boundaries which the planning agency feels is vital to the development and planning of the jurisdiction. Seven general plan elements, containing development policies, diagrams, maps and a text setting forth goals, objectives, principles and plan proposals, are mandated by State law. These elements and their prescribed scope are summarized below.

Land Use: Designates the general distribution and location of land to be used for residential, commercial, industrial, public and other uses. Includes statements regarding the population density and building intensity for each of the uses designated by the element.

Circulation: Designates both proposed and existing major and minor transportation routes, terminals and public utilities. The Circulation Element is directly related to the Land Use Element.

Housing: Provides standards and plans for the improvement of existing housing and for the provision of new housing development for all economic segments of the population.

Conservation: Provides for the comprehensive and long range conservation, preservation and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.

Open Space: Provides for the preservation of natural resources and provides adequate outdoor recreational opportunities to the public.

Noise: Identifies noise levels generated from existing and proposed transportation systems including highways, freeways, public and private transit systems, airports and other noise generators.

Safety: Provides policies and regulations for protection from fires and geologic hazards.

It should be noted that agencies are free to adopt additional elements, according to the needs of the planning area, if such elements related to the physical development of the jurisdiction.

Relationship Among General Plan Elements:

The elements of the general plan are all, to some degree, related and interdependent, since together they provide the policy framework to direct development needed to serve people and their activities within a given political jurisdiction and its area of influence. It is very clear, for example, that there is an intimate relationship between land use and circulation--accessibility affects settlement patterns upon the land, which in turn, affect traffic volumes and patterns of movement. There are also evident relationships between conservation of natural resources and open space.

The separate elements are legally equal, since they are all required by State law, but they are not necessarily equal in environmental significance or impact on the locality. In the hierarchy of significance, land use and circulation can be defined as the most basic and fundamental general plan elements, since all other elements are in some way related to land use and circulation, or frame policies which represent derivation of the land use and circulation system.

Format of the Land Use, Circulation, Open Space and Conservation Elements:

The Land Use, Circulation, Open Space and Conservation Elements of the City of Porterville General Plan, as presented herein, are intended to serve as a practical basis for local decision-makers continually confronted with the requirement to determine development and land utilization patterns in the City. Consistent with this objective, to facilitate City Council

and general public understanding and utilization of these elements, they are incorporated into this single document and are identically structured in accordance with the following outline:

- 1.0 Goals
- 2.0 Conditions and Trends
- 3.0 Policies
- 4.0 Programs for Plan Implementation

Prefacing the four elements, and constituting the next section of this document, is a general discussion of the overall planning area addressed in these elements of the City of Porterville's General Plan. Following this discussion, the textual components of the subject elements are presented.

Finally, as a separate enclosure at the end of this document, graphic depictions of the City's combined Land Use and Circulation Plan and combined Open Space and Conservation Plan, as presented herein, is provided. These plans, summarizing the effects of implementation of the City's adopted land use, circulation, open space and conservation policies by illustrating desired relationships among future land use patterns and supportive circulation system components, may be regarded as the "roadmap" guiding future local planning and development decisions to ensure attainment of accepted community goals.

LUE(1): INTRO

CHAPTER 2:

- PLANNING AREA -

CHAPTER 2: PLANNING AREA

The City of Porterville is located in the southeast portion of the San Joaquin Valley, at the base of the Sierra Nevada foothills in southern Tulare County. The community is approximately 50 miles north of the City of Bakersfield and 30 miles southeast of Visalia (see Figure 2-1). Incorporated in 1902, the City had an estimated 1986 population of 24,516 residents, and a combined incorporated City/urban fringe population of about 34,900. Situated in one of the most productive agricultural regions in the world, Porterville's economy has traditionally been dominated by agriculture and agriculturally-based industries.

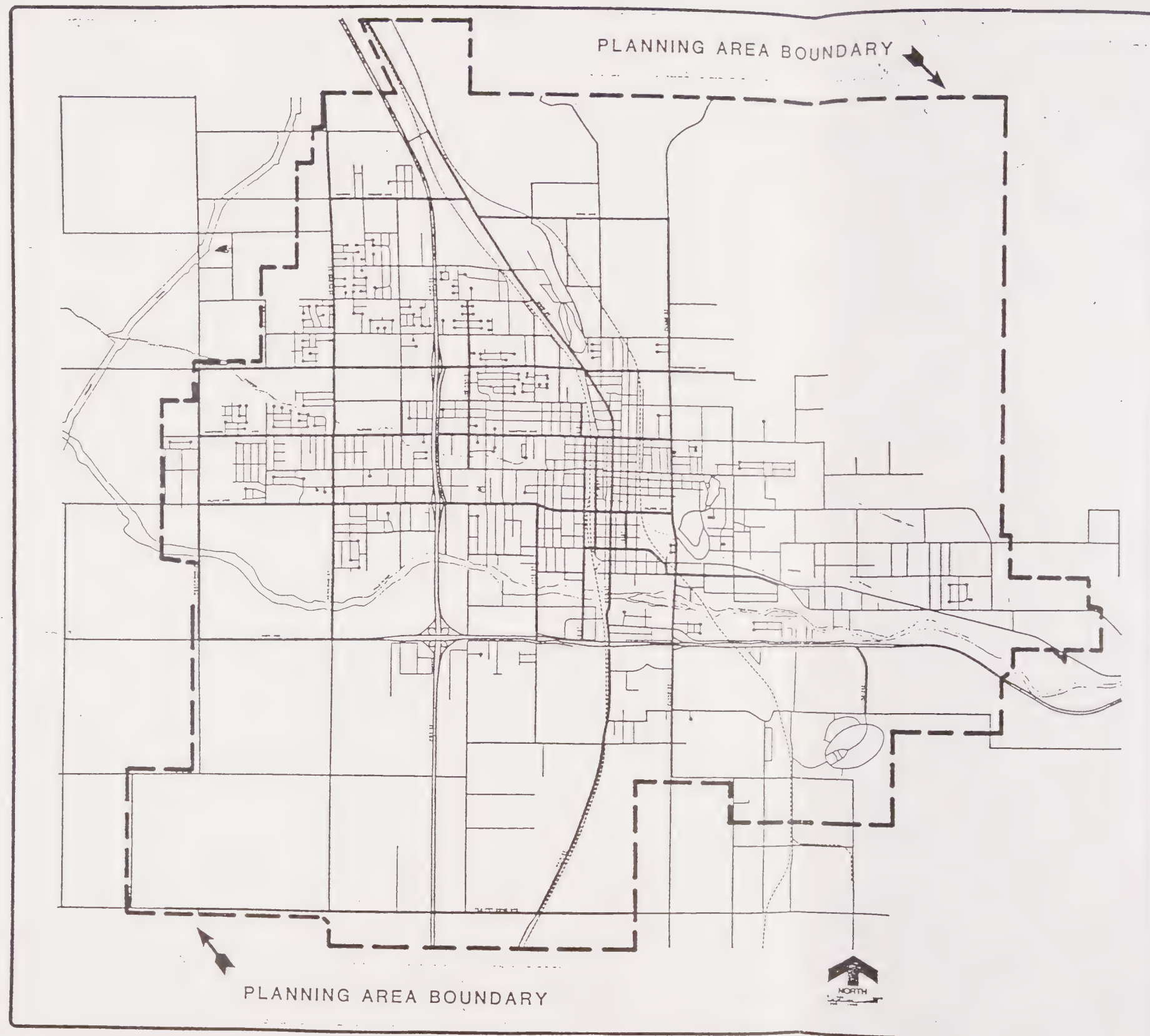
The boundaries of the planning area for the Land Use, Circulation, Open Space and Conservation Elements of the City's General Plan are delineated in Figure 2-2. These boundaries generally correspond to the Urban Area Boundaries established for the City by the County of Tulare, Urban Boundaries Element. The planning area encompasses approximately 35 square miles.

Environmental Setting:

Climate: Porterville's climate is of the Mediterranean type characteristic of the San Joaquin Valley. Summers are hot, dry and nearly cloudless, while winters are cooler and humid. Porterville receives approximately eleven and one-half inches of rainfall annually, 95 percent of which occurs between October and April. Over 100 days of temperatures reaching 90 degrees fahrenheit or more are experienced each year. Daily low temperature readings average 33 to 34 degrees fahrenheit in January and February.

This portion of the San Joaquin Valley is subject to dense fog from





mid-November through February. This characteristic "tule fog" occurs when moisture evaporating from surface soils is condensed by a cold nocturnal air mass. The incidence and duration of this condition in Porterville are somewhat less than in the remainder of the Valley portion of Tulare County, however, since air currents attributable to the migration of cold air from the nearby foothills to the Valley floor act to disperse local fog concentrations.

The prevailing wind direction in the Porterville area is generally from northwest to southeast. However, from November through March, wind directions from southeast to northwest are also common. Windspeeds are generally lowest in November, and greatest in May and June. The average hourly windspeed is approximately four miles per hour.

Topography: Porterville's location at the base of the Sierra Nevada Foothills results in a more varied topography than is common to most other Valley communities. The northerly and northeastern portions of the planning area, in particular, feature rolling and hilly landforms, including Lewis Hill, reaching an elevation of 1,028 feet above mean sea level (msl), and Rocky Hill, attaining a height of 1,786 feet msl. The elevation of the Valley floor portions of the City and planning area ranges from about 470 feet msl in the northeast to around 420 feet in the northwest, an average slope of approximately two percent. The presence of slope and hillside topographic features in the planning area represents, to some extent, limitations and potential constraints on urban development in the area.

One additional topographic characteristic of the planning area which influences development patterns is the Tule River, flowing from east to west across the community. Land use configurations and circulation patterns are both currently and potentially affected by this feature.

Geology/Seismicity: The geologic strata and substrata underlying the planning area are composed of consolidated alluvial deposits on the Valley floor and granitic bedrock deposits in the foothills to the north and east. Localized and general faults are distributed throughout the Sierra Nevada mountain range to the east and the costal range approximately 85 miles west. The intersection of the two mountain ranges, near the Fort Tejon-Lebec area, is one of the most seismically active in the region since it also roughly demarks the intersections of the Garlock, White Wolf and San Andreas Faults.

The susceptibility of an area to seismic events can be expressed in both quantitative and qualitative terms in the form of a Modified Mercalli Rating. This rating accounts for the ability of an area's geological substrata to transmit geologic shock and its relative fragility. The Modified Mercalli Rating for the Porterville area, as determined by the State of California Division of Mines and Geology, is estimated to be between VII and VIII, indicating potential for some damage to unreinforced masonry structures during the the occurrence of a major seismic event. In view, however, of enforcement by local building and planning agencies of Uniform Building Code sections relating to construction, excavation and foundation standards, seismic hazard is not regarded to pose a significant constraint on development in the planning area.

One additional geologic characteristic of note regarding the planning area is the location of Porterville on the periphery of what is known as the Tulare-Wasco Land Subsidence Area. The area has experienced subsidence in past years primarily as a result of continual overdraft of the underground water supply for agricultural irrigation. However, subsidence has not evidenced any significant increase since the 1950's, and this charac-

teristic is not regarded as particularly significant in influencing development and land use patterns in the area.

Soils: The characteristics of the soils found within the planning area are important in the determination of planning and development policies in two major respects. First, the capability of local soils to support intensive agricultural uses is a key to the viability of the community's historic economic base. Second, certain soil types may impose some limitations on structural development.

Soils in the Porterville area have been surveyed and mapped, and the distribution of the three principal soil associations occurring in the planning area is reflected in Figure 2-3. Associations covering the majority of the planning area include the San Joaquin-Exeter Association, the Porterville-Centerville Association and the Tujunga-Grangeville Association. The San Joaquin-Exeter Association is characterized by moderately deep, level, well-drained soils with some hardpan occurring. The permeability of soils comprising this association is typically very slow to moderate. The capability of these soils to support intensive agricultural is regarded as moderately good, contingent upon the application of proper reclamation practices and management. The Porterville-Centerville Association is comprised of soils which are deep, level, and well-drained to slowly permeable. Shrink-swell behavior in these soils typically is high, posing some limitations on urban development; moderate constraints on urban development are also attributable to limited allowable soil pressure. Soils of the Tujunga-Grangeville Association have a high sand content, resulting in very rapid permeability and slow runoff characteristics. These soils have severe soil pressure limitations and low shrink-swell behavior.

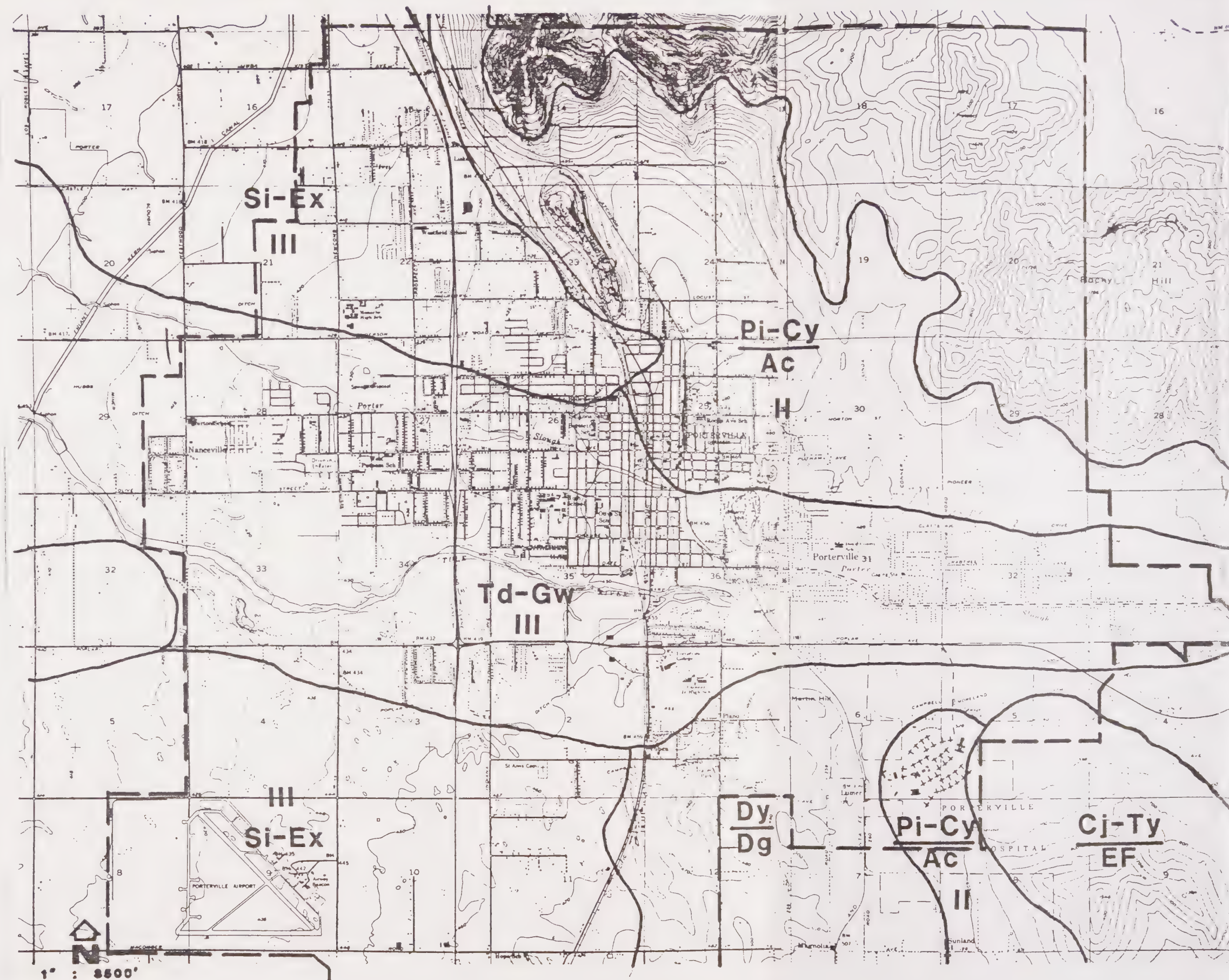
The United States Department of Agriculture, Soil Conservation Service, has established one means of classifying various soils according

to their potential to support agricultural use. Capability ratings ranging from I through VIII, indicating the extent to which soils management and reclamation are required to sustain agriculture and reflecting progressively greater limitations on agriculture and narrower choices for practical use, have been established. Class I and Class II soils are considered to be prime agricultural soils, while Class III soils, which the application of proper reclamation practices and intensive management, can become prime agricultural soils in terms of production levels and values. Classes above IV are considered to be generally unsuitable for agricultural use. Figure 2-3 also depicts the distribution of planning area soils by capability grouping. As reflected in this figure, the San Joaquin-Exeter Soil Association has a capability rating of III; the Porterville-Centerville Association a rating of II; and the Tujunga-Grangeville Association a rating of III.

Several specialized soil types also occur in the planning area. The bed and banks of the Tule River are composed of excessively-drained stream bed deposits with severe limitations for urban development. Hilly topography in the planning area, notably Scenic Heights, Murray Hill and the foot of Rocky Hill, is characterized by stony adobe clays of the Lassen and Porterville varieties. Because of their clay content, both these soils have high shrink-swell potential and severe limitations on development based on allowable soil pressure.

In general, some soils distributed throughout the planning area, particularly those in hillier terrain, pose some constraints on urban development. However, compliance with State and local regulations for development and foundation construction standards for various allowable soil pressures should minimize the extent to which development would be limited by soils conditions.

(LUE(1): C2PA.(1))



LEGEND

- Si-Ex San Joaquin-Exeter association
- Pi-Cy
Ac Porterville-Centerville association
- Td-Gw Tujunga-Grangeville association
- Cj-Ty
Ef Cibo-Trabuco association
- Dy
Bc Ducor association
- II Agricultural capability rating II
- III Agricultural capability rating III

SOURCE: U.S. Soil Conservation Service

Hydrology: Two surface waterways cross the planning area, the Tule River and Porter Slough, which branches off from the Tule in the eastern portion of the community. Success Dam, constructed on the Tule in 1961, regulates flood flows on this stream, and has largely eliminated severe flood hazard to the planning area as illustrated in Figure 2-4, however, some portions of the planning area are still susceptible to seasonal flood water inundation.

Groundwater in the planning area is found variably at depths ranging from about fifteen feet, in the east Porterville area, to approximately 125 feet, according to measurements to depth of static water in wells conducted in 1978 and 1979. Groundwater quality, as measured by State Water Quality Control Board and U. S. Public Health Service drinking water standards, is regarded to be generally good, although it is hard to moderately hard. Some wells in the easterly portion of the planning area also have produced relatively high levels of nitrate.

Although an overdraft condition has prevailed for some time in the local groundwater basin, as water supplies for agricultural irrigation in the surrounding region have been drawn from this source, urban development of the planning area would not be expected to aggravate, but rather, would help alleviate this condition. Accordingly, water supply is not regarded as any kind of significant constraint on development.

Air Quality: Air quality in the Porterville planning area is strongly influenced by regional factors. Monitoring of air quality characteristics at a station in downtown Visalia, approximately 30 miles to the northwest and the only monitoring station in Tulare County, indicates a substantial number of exceedance events annually in comparison to State and National Ambient Air Quality Standards. Seventy percent of present carbon monoxide and ozone/oxidant levels are the result of fossil fuel use in internal

combustion engines, including principally automobiles, according to the Tulare County Air Pollution Control District. A secondary cause of regional air pollution is the migration of pollutants from upwind areas into the air basin, primarily from the San Francisco Bay metropolitan area. It is not anticipated, however, that substandard air quality will present any direct limitations on future development in the planning area. Air quality is discussed further in Section 2.3 of Chapter 6 (Conservation Element) of this document.

Noise: The noise environment of the planning area reflects the variation in ambient noise levels characteristic of the diversity of land uses in the area. Typically, ambient noise levels are lower in undeveloped and agricultural areas, with noise intrusion attributable principally to vehicular traffic on nearby roadways, air traffic overhead, agricultural equipment operations, and such natural noise sources as wind. Ambient noise levels are predictably higher in areas developed to various urban uses. Again, vehicular traffic, particularly on the community's major thoroughfares and streets, is the principal generator of noise emissions. Additional significant noise generators on an intermittent basis, are air traffic and motorized recreational vehicles at Porterville Municipal Airport and Spinners Airport Raceway, located in the southwesterly portion of the planning area, and the Southern Pacific Railroad line running through the community and carrying two scheduled train runs daily. Relatively high ambient noise levels exist on a limited basis in the immediate vicinity of certain "heavy" commercial and industrial uses in the community; however, because of the locational characteristics of these uses, noise intrusion on more sensitive uses from these sources is minimal.

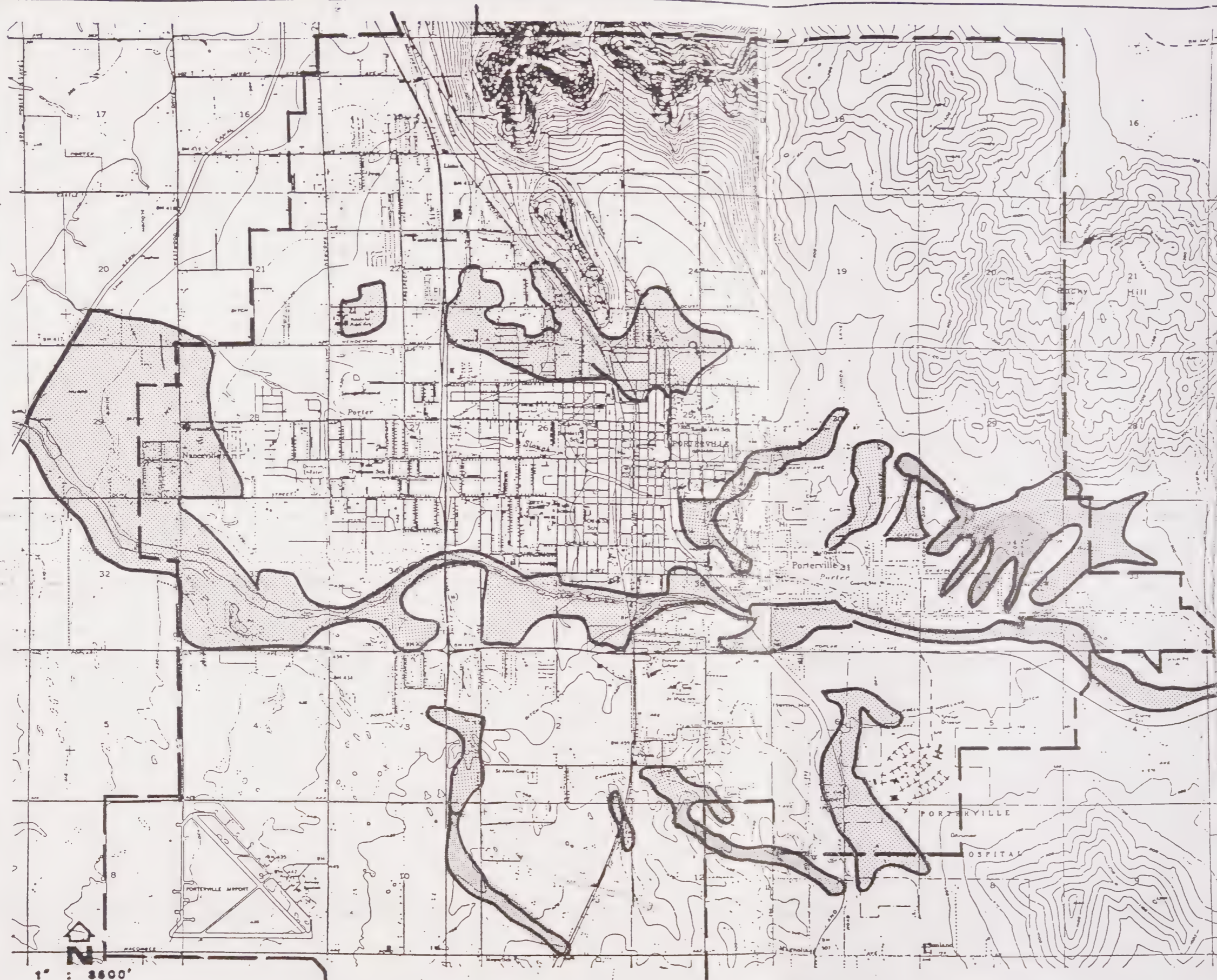
Maximum recommended noise levels have been established for various land uses in the Porterville area by the Noise Element of the City's

General Plan. Generally, it is not anticipated that continued urban development of the area, so long as General Plan policies are adhered to, would result in exceedance of these recommended ambient noise levels. It will be necessary, however, for Land Use and Circulation Element policies to continue to take into account existing and potential interfaces between potential noise generators and sensitive uses.

Vegetation and Wildlife: Vegetation in the Porterville planning area is dominated by agricultural crops, including citrus, alfalfa, truck crops and cotton; by open grasslands, principally used as pasture; and by ornamental landscaping. The only significant exceptional vegetative community exists in the form of the riparian habitat along the channel of the Tule River.

Figure 2-5 depicts the distribution of rare, endangered, or sensitive plant life in the planning area. According to the State Department of Fish and Game's California Natural Diversity Data Base, four plant species have been identified in the area which either are presumed extinct, are rare or endangered, or are recommended for special protection by the California Native Plant Society. Keck's Checkermallow, Sidalcea keckii, has been presumed extinct; Calico Monkey Flower, Mimulus pictus, is a rare and endangered plant; Striped Adobe Lily, Fritillaria striata, and Tulare Pseudobahia, Pseudobahia peorsonii, have both been identified by the Native Plant Society as requiring special protection.

As a result of intensive human (urban and agricultural) activities on the Valley floor, the distribution of wildlife in the Porterville planning area is somewhat limited, and is dominated by birds, small rodents and other development-tolerant mammal species. The uncultivated hillsides in the northeasterly portion of the planning area and the riparian growth along the Tule River bisecting the area represent the most important



Legend

SOURCE: FEDERAL EMERGENCY
MANAGEMENT AGENCY

COMMUNITY PANEL NO.

065066 0845 B

065066 0865 B

065066 1075 B 9/29/86

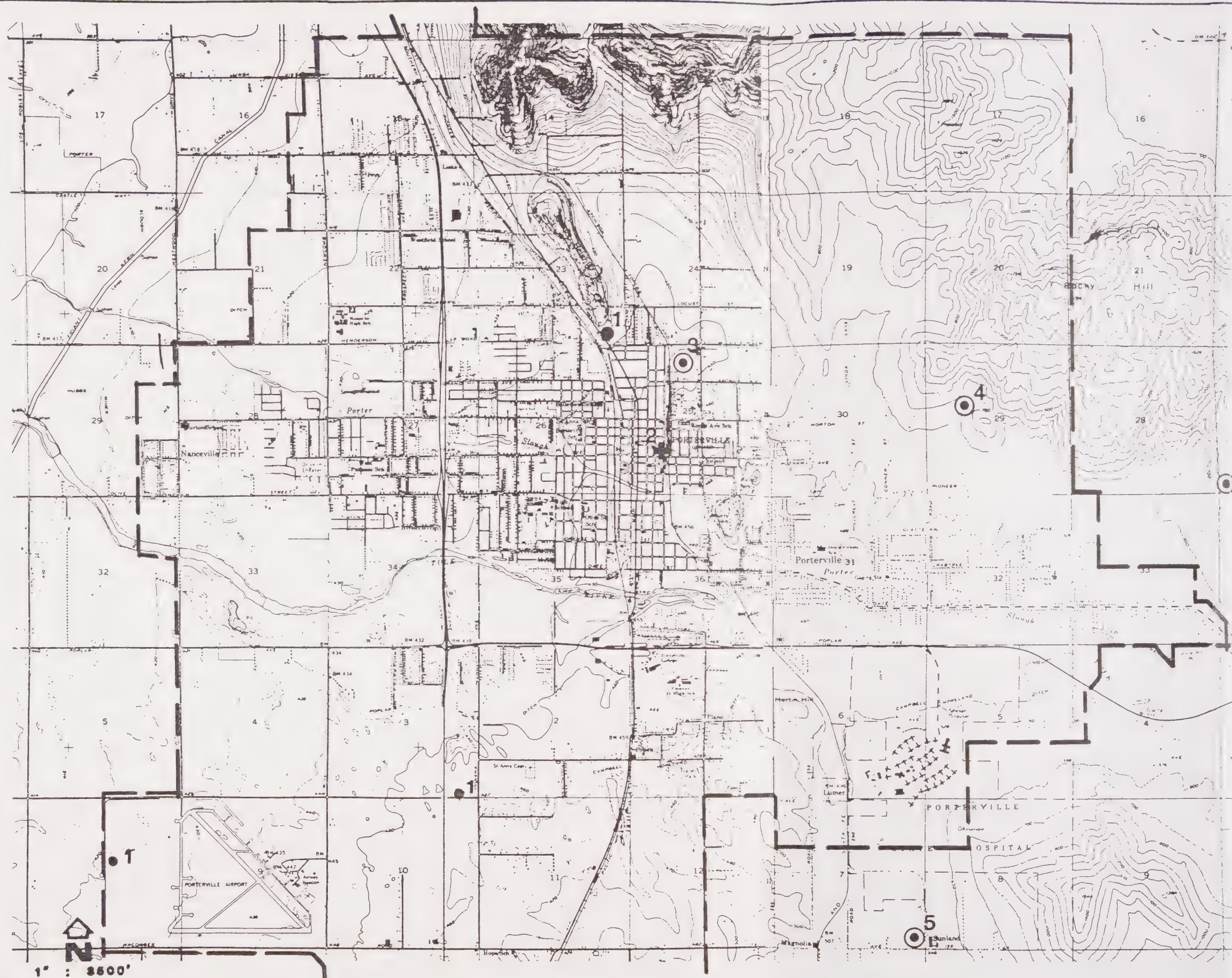
0650407 0010 10/15/85

TITLE

FLOOD PRONE AREAS

FIGURE

2-4



Legend

- 1 San Joaquin Kit Fox
- 2 Great Blue Heron
- 3 Sidalcea keckii
- 4 Mimulus pictus
- 5 Pseudobahia peirsonii
- Specific location, within 80 acres
- Non-specific location, specifies a ONE mile search radius for the element
- ✚ General location, specifies a FIVE mile search radius for the element

SOURCE: Calif.
Natural Diversity Data Base,
State Dept. of Fish and Game

James Crew, Wildlife Biologist
State Dept. of Fish and Game

TITLE
RARE, ENDANGERED AND SENSITIVE PLANT
AND WILDLIFE

FIGURE
2-5

wildlife habitats in the immediate vicinity.

A review of sources such as Fish and Game's California Natural Diversity Data Base, the same organization's publication At the Crossroads: The Rare and Endangered Animal Species in California (1974), and the County of Tulare's 1972 Environmental Resources Management Element (ERME) indicates that sensitive wildlife species such as the California Condor, Southern Bald Eagle, San Joaquin Kit Fox and Giant Garter Snake have extended ranges which may encompass portions of the planning area. Additionally, even though the Porterville region lies outside the animals' normal range, recorded sitings suggested that the endangered Blunt-nosed Leopard Lizard may be present in the area. The utilization of local habitat by any of the aforementioned species would be very minimal, however, due to the extent of existing urbanization and intensive agricultural use. Although in certain specific circumstances mitigation measures may be required, continued urban development of the planning area is not regarded as a likely significant threat to any rare and/or endangered animal species.

Archaeology: The Porterville area is considered a highly sensitive archaeological region, primarily because of the relationship of prehistoric Indian activities and settlement on the Tule River. According to the Laboratory of Archaeology at California State University, Fresno, the planning area was formerly occupied by the Koyete Indians, a sub-tribe of the Yokuts. The Koyete's principal village, designated Chokowisho, was situated on Murray Hill, between Porter Slough and the Tule River. Around the mid-1850's, the Indians were permanently displaced from this site, and eventually relocated on the Tule Indian Reservation. Artifacts documenting the Indians' historic presence in the area have been found, including bedrock mortars and arrowheads.

Other sites in the Porterville area have also been surveyed by the

CSUF Laboratory of Archaeology, including the River Ranch, Mulberry Estates, and Saddleback Estates subdivision sites. Inventories of these sites, however, turned up no significant artifacts. The CSUF archaeological staff has, in fact, suggested that the activities of the Keyote Indians were probably limited in range to upstream of the Chokowisho Village.

In general, potential development and urbanization of sites adjacent to or near the Tule River and Porter Slough should be preceded by archaeological surveys, to ensure that no artifacts of significance are lost as a result of site disturbance. The remainder of the planning area would appear to have a lower degree of archaeological sensitivity, and may not necessitate actual field surveys unless evidence of archaeological significance is found prior to or during development activities.

Population Characteristics:

The most recent census tabulation of population for the City of Porterville occurred in 1980, the dicennial federal census. At that time, a total of 19,692 persons resided within the City's corporate boundaries, while estimates of the population of Porterville's unincorporated urban fringe, when combined with the recorded population for the City, placed the total planning area population at about 28,000.

Table 2-1 shows historic and projected population data for the City of Porterville through the year 2005. Analysis of the historical population totals presented in this table indicates that Porterville has grown at an average annual rate of 4.6 percent over the past decade. Extension of this growth rate over five-year increments yields the projected year 2005 population of about 61,000 for the City.

TABLE 2-1

CITY OF PORTERVILLE
HISTORIC AND PROJECTED POPULATION

<u>Year</u>	<u>Total Population</u>
1970	12,602 ²
1971	12,850 ²
1972	13,150 ²
1973	13,188 ²
1974	13,730 ²
1975	14,350 ²
1976	14,914 ²
1977	15,878 ²
1978	16,406 ²
1979	16,950 ²
1980	19,692 ³
1985	24,002 ²
1990	31,200 ⁴
1995	39,100 ⁴
2000	48,800 ⁴
2005	61,000 ⁴

Sources:

1. 1970 Federal Census of Housing and Population
2. State of California Department of Finance, Population Research Unit
3. 1980 Federal Census of Housing and Population
4. Consultant Estimate

According to a draft environmental impact report (EIR) prepared for the Porterville Redevelopment Project in 1981, the planning area presently has a "holding capacity" of about 60,000 persons, assuming full buildout of all residentially-designated land at average densities. Based on this analysis, and in view of the projections presented in the foregoing table, it appears that the planning area could be fully developed by the year 2005.

Economic Characteristics:

The economy of the City of Porterville has traditionally been based on agriculture and agriculturally-related industries. Citrus production and processing constitute a major segment of the local employment market. Table 2-2 reflects selected major employers, by function, in the planning area.

The community's position in the regional commercial retail market is fairly strong. A 1981 study of commercial land use and projected commercial activity in the planning area indicated that Porterville had the second highest local retail sales dollar expenditures per capita of the major cities in Tulare County. Porterville's total annual retail sales of \$7,955 per capita (1985) is also significantly higher than the Countywide average of \$4,789, denoting that the community "imports" sales dollars from other areas of the County. This performance is consistent with the community's function as a regional trade center for southeastern Tulare and northern Kern Counties.

TABLE 2-2

MAJOR EMPLOYERS IN PORTERVILLE
BY NAME AND PRODUCT/FUNCTION
1986

Company Name	Number of Employees	Product/Function
Beckman Instruments	350	Electronics
Josten's, Inc.	220	Printing and engineering
Catalina	130	Women's sportswear
Standard Register Company	108	Business forms
Georgia Pacific	70	Disposable diapers
Water Specialties	35	Water meters
Porterville State Developmental Center	1,968	Mental health/care for developmentally disabled
Porterville School District	850	Education
U.S. Forest Service - Sequoia National Service	385	Forest operation and admin.
Sierra View District Hospital	390	General health care
Youngs Commercial Transfer	90	Trucking and shipping
City of Porterville	165	City services
Porterville College	260	Education
Royalty Carpet Mills	200	Carpet yarn
VSI	90	Aerospace fasteners
National Vitamin Company	85	Vitamins
Packing Houses (8)	800	Citrus and grape packing/ship
Montgomery Ward and Company	65	Retail sales
Porterville Recorder	40	Newspaper publisher
California Conservation Corps	58	Training and public service

Community Facilities and Services:

Schools: Public schools located within the Porterville planning area

include ten elementary schools, two junior high schools (7-8), and two high schools (plus a continuation high school). These facilities are operated and administered by three elementary school districts and by the Porterville Public Schools and High School Districts. On the basis of comparisons between school capacities and current enrollments, it is generally accurate to purport that some excess capacity presently exists within the local secondary schools system. However, current overcrowding within the elementary schools and ultimate growth projected for the planning area will inevitably require development of additional school facilities.

Porterville College, a two-year community college facility, is also located in the City. Operated and administered by the Kern County Community College District, Porterville College serve southeastern Tulare County and the northeastern portions of Kern County.

Parks and Recreation: There are currently about 206 acres of public, quasi-public and private park lands within the Urban Area Boundary. Active and passive recreation needs are met in the community by seven (7) City parks, a nine-hole golf course, a community center, the Porterville Fairgrounds including the municipal ball park and horse arena, the City library, swimming pool complex, airport OHV park, Zalud historic house and garden, Porterville Racquet Club, Batworld (batting cages); Skateway Miniature Golf Course, Rocky Hill Raceway and about 325 acres of riparian scenic lands in and around the Tule River bed. Additionally, about 330 acres of public and private school lands are used for a variety of recreational activities throughout the year. The City presently has a cooperative policy with the local school districts to help meet recreation facilities and programming needs for the community.

Government Facilities: Municipal police, fire and administrative

services are provided from the City Hall/Police Station/Fire Station complex located between Thurman and Cleveland Avenues, fronting on the west side of Main Street. The municipal library is located just west of this site, at the intersection of Thurman Avenue and Hockett Street.

Utility Services: Those portions of the planning area located within the incorporated City limits of Porterville are provided water, storm drainage, solid waste removal, and wastewater collection and treatment services by the City. Electricity and natural gas are supplied to the City and surrounding environs by the Southern California Edison Company and the Southern California Gas Company, respectively. Telephone service is operated by Pacific Bell.

Water: Per capita water consumption in Porterville for all types of uses combined (i.e. residential, commercial, industrial, recreational, etc.) is currently about 275 gallons per day. The City currently operates 17 wells, feeding a water supply system with a delivery capacity of 14.6 million gallons per day (mgd). Storage for this system is provided by two reservoir tanks, one with a 50,000 gallon capacity and the other holding three million gallons, both of which are located in Scenic Heights with a second three million gallon tank to be located in the eastern sector of the urban area scheduled for completion in 1987. Distribution piping in this system ranges from four to sixteen inches in diameter. The City has also recently acquired five formerly private water companies: Juranda, Spallina, East Porterville, Valley View, and Rowland serving areas in the unincorporated fringe of the community. Seven remaining private water companies, Lindale, Pleasant Grove, Beverly Grand Mutual, Grand View Gardens, Fairway Track, Damsen, and Mullens still exist. Several of these non-City water systems utilize distribution lines ranging from two to eight inches in diameter. According to a 1980 master plan for water service to

the community, development at levels projected in existing planning policies and documentation would necessitate four new wells in the planning area by 1990. In addition, to achieve recommended fire flows, existing two-and four-inch distribution lines would have to be replaced with minimum six-inch diameter pipe.

Storm Drainage: Storm water drainage in the City is accomplished through a combination of surface and subsurface drainage facilities. Improvements to the City's storm drainage system in recent years have helped alleviate accumulations of storm runoff, and although some localized ponding and runoff accumulation still occurs during peak storm periods, serious drainage-related constraints are not anticipated to affect the community's potential growth and development. The City has a storm drain master plan in effect.

Solid Waste Removal: The City of Porterville Public Works Department is responsible for the removal of solid waste within the incorporated City limits. There are two residential collections each week, while commercial collections average six times weekly. Waste is conveyed to a sanitary landfill site located approximately seven miles southwest of the City at Avenue 128 and Road 208. The site is operated by Tulare County and has an estimated remaining life of at least several decades. Unincorporated portions of the planning area are provided solid waste removal services by private contractors, under the auspices of Tulare County. Residential pickup in these areas occurs once each week.

Sewerage/Wastewater Treatment Facilities: Residents of the incorporated City portions of the planning area are provided with community sewer service by the City of Porterville. Residents outside the City are served either by on-site septic treatment systems or by the Porter Vista Public Utility District, which contracts with the City for treatment of

effluent collected by the District. The City's sewage treatment facilities, located in the western portion of the community, have a present capacity of 4.0 million gallons per day (mgd), with a wastewater outfall line and dewatering system being completed to increase this capacity to 6.0 mgd by 1987. Based on the current average effluent discharge to the facilities by the community of approximately 125 gallons per capita per day, this capacity would serve a planning area population of about 48,000. To accommodate population growth in the planning area to the projected 61,000 residents in 2005, plus related commercial and industrial use, an ultimate expansion of treatment facilities to about 7.5 mgd would be required. The present sewage collection system is generally adequate and capable of being expanded to accommodate future growth, except that problems of minimal grade differential between the existing treatment facility site and areas proposed for future development may necessitate expensive pump stations and forced-main utilization or even, conceivably, alternative treatment facility location.

Electricity/Natural Gas: Electricity and natural gas service are provided to the planning area by the Southern California Edison Company (SCE), and the Southern California Gas Company. Officials at these two utility companies indicate that existing trunk gas and electrical lines are adequate to provide service to the planning area's projected 2005 population. Accommodating future growth in the area is not viewed as problematic, therefore, except to the extent that overall demand for these utilities is continually increasing in proportion to more constricted source supplies.

Telephone: Pacific Bell supplies telephone service to the Porterville area. No difficulties in fulfilling demands for service are foreseen for the duration of the planning period. (LUE(1): C2PA.(3))

CHAPTER 3:

- LAND USE ELEMENT -

CHAPTER 3: LAND USE ELEMENT

The purpose of the Land Use Element of the General Plan is to serve as a guide to the orderly future development of the community. The Land Use Element designates the proposed general distribution, location and extent of utilization of land for housing, business, industry, agriculture, natural resources, recreation, education, public buildings and grounds, and other categories of public and private land use. The Element also establishes standards of population density and building intensity for the planning area.

Set forth in this Element is a listing of generalized goals, reflecting the overall manner in which the community desires development to occur; a description of conditions and trends currently typical to various sectors of the community development process; and enumeration of specific policies providing a framework for the consistent rendering of land use and development decisions by the City to ensure maximum attainment of local planning goals; and a series of programs, the potential implementation of which by the City, will help achieve consistency with the policy guidelines set forth in the Plan.

1.0 GOALS

The following goals are established for the maintenance and development of land uses in the City of Porterville:

- 1.1 Achieve and maintain a well-balanced land use pattern, ensuring compatibility among adjacent uses and satisfying the economic, social and environmental requirements of the community.
- 1.2 Provide a comprehensive guide for public improvements and private investment in the community.
- 1.3 Maintain and protect existing medium and high quality residential development.

- 1.4 Maintain and improve a residential environment offering a variety of safe, sanitary and adequate housing opportunities to all socioeconomic segments of the community.
- 1.5 Develop Porterville's potential as the primary trading center of a large market area, and provide smaller shopping centers as needed for the convenience of residential neighborhoods.
- 1.6 Provide for a stable and diverse local economic base, strengthening the commercial sector of the community's economy with supplemental industrial employment opportunities.
- 1.7 Provide public facilities, infrastructure and services necessary to support residential, commercial and industrial land uses.
- 1.8 Maintain the Downtown as a viable community retail and service commercial center.
- 1.9 Encourage, through development policies, the conservation and preservation of irreplaceable natural resources.
- 1.10 Encourage, through development policies and standards, improvement of the community's overall aesthetic qualities.
- 1.11 Coordinate land use policies and planning decisions with Tulare County, the Local Agency Formation Commission, and other public and private agencies as necessary and appropriate to ensure cooperative attainment of the City's land use goals.

2.0 CONDITIONS AND TRENDS

- 2.1 Residential: Residential development in Porterville has historically been predominantly single-family. Approximately seventy-five percent of all new housing units created in the community were single-family homes as late as 1976. However, over the past five years, there has been increasing demand for, and supply of, multiple-family housing units in both renter and owner-occupied categories. Multiple-family units, including town homes and condominiums, accounted for approximately half of all new housing units constructed in the City in 1980. This trend toward multiple-family units has been principally attributable to the increasing cost of traditional single-family housing and the growing inaccessibility of such housing to many economic segments of the community. Additionally, manufactured housing, once regarded as an unsatisfactory alternative to site-built structures, has grown to occupy an increasing proportion of the new housing market, as the quality of and concepts surrounding manufactured units have improved.

Vacant residential land in the City was estimated to total about 1,140 acres in 1986. Of this amount, approximately

978 acres were designated for rural or low density use; 78 acres were set aside for medium density development; and the remaining 84 acres were designated for either high or "maximum" density residential development.

Figure 3-1, which depicts the distribution of existing land uses in the planning area, reflects the present extent of residential development in the community.

2.2 Commercial Development: Figure 3-1 also depicts the extent and distribution of commercial land use in Porterville. As illustrated by this figure, there are several major commercial areas in the community: the downtown, or central business district, extending along Main and parallel streets roughly from Morton to Olive Avenues; along Olive Avenue from downtown west virtually to the edge of the community; and along Henderson Avenue generally in the vicinity of Highway 65. Additional, smaller concentrations of commercial and office uses occur at other locations throughout the community, including a considerable distribution of neighborhood commercial centers and establishments.

The level of commercial activity in Porterville may be characterized as fairly stable. Taxable sales permits and actual and adjusted (for inflation) taxable sales for the City are reflected in Table 3-1. As reflected in this table, Porterville's total taxable sales in constant dollars have increased by about 23 percent since 1975. The number of permits issued for businesses operating locally has increased by approximately 50 percent over the same time period.

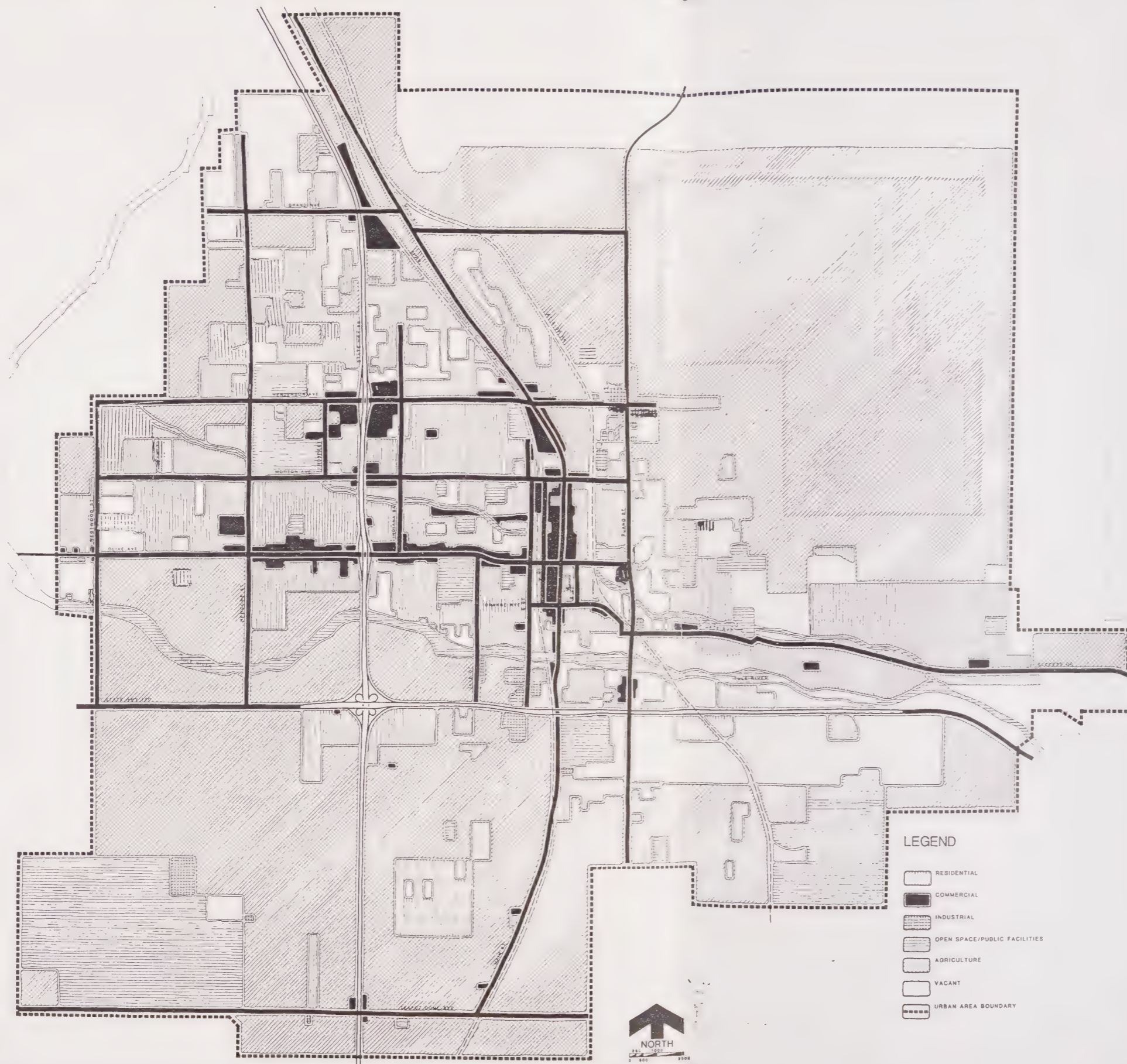
TABLE 3-1

NUMBER OF PERMITS AND AMOUNTS OF
TAXABLE SALES 1975 TO 1985

Year	Number of Permits	All Outlets	
		Taxable Sales in \$1,000's	Taxable Sales In Constant \$1,000's ¹
1975	492	77,023	48,871
1976	507	91,092	54,127
1977	511	99,908	55,573
1978	527	116,702	60,685
1979	556	128,879	60,573
1980	593	141,225	57,902
1981	683	156,712	61,480
1982	707	155,331	52,834
1983	710	174,078	59,230
1984	731	185,567	60,386
1985	738	195,368	59,966

1. Adjusted Based on Annual Average Consumer Price Index, 1967 = 100.

Source: State Board of Equalization



TITLE

PORTERVILLE
EXISTING LAND USE

FIGURE

3-1

Porterville's estimated 1985 population of 24,561 represented approximately 8.5 percent of the total population of Tulare County; at the same time, Porterville's 1985 taxable sales total equalled roughly 12.6 percent of Countywide taxable sales that year, further evidencing the position of the community as a regional trade center.

A 1986 Urban Area and Urban Development Boundary update study conducted by City staff identified approximately 504 acres of developed commercial land within the Porterville City limits. Assuming that commercial growth will continue at the present rate, commercial growth ratios established by the City's 1981 commercial study indicate a net demand for development of an additional 137 acres for commercial between 1986 and 1990. Table 3-2 summarizes this development projection by type of commercial acreage.

TABLE 3-2
ADDITIONAL COMMERCIAL DEVELOPMENT
REQUIRED 1986-1990

<u>Type of Commercial Use</u>	<u>Additional Acreage to Develop</u>
Neighborhood Commercial	15.0
General Commercial	99.0
Heavy Commercial	14.0
Professional Office	9.0
Total:	137.0

Source: Porterville Commercial Land Use Study: QUAD Consultants; October, 1981. City of Porterville Planning Division, 1986.

Vacancy rates of existing commercially-designated land within the City limits are reflected in Table 3-3.

TABLE 3-3
CURRENT RATE OF VACANT COMMERCIAL
LAND BY TYPE OF DESIGNATED USE

<u>Type of Use Designated</u>	<u>Vacancy Rate (%)</u>
Highway Commercial	2.0
General Commercial	68.0
Heavy Commercial	15.0
Neighborhood Commercial	2.0
Professional Office	13.0
Overall Vacancy Rate	22.0

Source: City of Porterville Planning Division, 1986.

In planning for new commercial development, the compatibility of commercial and residential land uses must be considered. Conditions generated by commercial land uses most often cited as undesirable to adjacent residential dwellers are traffic, noise and lighting. High intensity commercial activity may also produce odor, fumes and dust that could impact the quality of adjacent residential environments.

- 2.3 Industrial Development: Industrial development in Porterville has historically taken place on a gradual basis. Currently, industrial uses are concentrated in the northern and southern portions of the planning area and in the vicinity of the airport. A substantial amount of available unused industrial acreage exists, indicating the community's capability to accommodate industrial growth and expansion. Good rail and highway access capabilities characterize most of the City's industrial land.

The placement of industrial development is very important with respect to its relationship to adjacent land uses. The U. S. Supreme Court has determined that industrial developments are liable and can be forced to shut down if they are adversely affecting surrounding residential uses. The courts have not considered the fact that new residences were built and occupied adjacent to an already established manufacturing plant as grounds for favorable consideration on industry's behalf. The City, then, has the responsibility of protecting its high-investment manufacturing uses from future encroachment by residential development, as well as protecting residents from the nuisances which industry can create if located within close proximity. The thrust of the industrial policies set forth in this Land Use Element will be to assure protection for both industrial and residential land uses through appropriate land use management techniques.

- 2.4 Community Facilities: Chapter 2 of this document describes the existing range of community facilities and services provided by the City of Porterville. Table 3-4 summarizes portions of this earlier discussion.

TABLE 3-4

COMMUNITY SERVICES IN CITY OF
PORTERVILLE BY SERVICE PROVIDER

Type of Service	Providing Agency
Schools (K-12)	Porterville Public Schools District Porterville High School District Alta Vista Elementary School District Burton Elementary School District Hope Elementary School District
Schools (Community College)	Kern County Community College District
Parks and Recreation	City of Porterville and School Districts
General Government Services	

TABLE 3-4 (Continued)

Type of Service	Providing Agency
(Zoning, Admin., Planning, Engg, Licenses and Permits	City of Porterville
Police	City of Porterville
Fire Protection	City of Porterville
Street Maintenance	City of Porterville
Domestic Water Service	City of Porterville
	Lindale Water Company, Pleasant Grove
	Beverly Grand Mutual, Grand View Gardens, Fairway Track, Damsen, and Mullens
Storm Drainage	City of Porterville
Solid Waste Removal	City of Porterville/Sunset Sanitation
Sewer Service/Wastewater Treatment	City of Porterville/Porter Vista Public Utility District
Electricity	Southern California Edison Company
Natural Gas	Southern California Gas Company
Telephone	Pacific Bell

Source: Agency Contacts

As discussed in Chapter 2, some expansion of existing schools capacity, in the form of new facilities, will be required to accommodate projected growth in the planning area. Financing necessary to enable such expansion is anticipated to be potentially problematic.

The City's General Plan has historically included a policy that one public park facility per 1,000 families should be developed. The combination of public and quasi-public park facilities and school sites currently operated and maintained by the City and school districts approximately meets this standard. In recent years, however, recreation land, facility and program planning has shifted from the traditional, and somewhat arbitrary acreage/facility to population ratio method toward more socially responsive or policy oriented plans which emphasizes community participation in determining what is desired, and therefore needed to meet existing and future demand for recreation lands, facilities and programs. Using this process may be particularly appropriate within the Porterville urban area due to the relatively vast array of nearby regional serving recreation facilities that are undoubtedly significant contributors in meeting the recreation needs of Porterville's urban area residents (i.e. traditional recreation land to population ratios such as 10 acres of public park for every 1,000 residents may not be appropriate due to nearby opportunities outside the planning area). It may, in fact, be that Porterville's urban area resi-

dent recreation needs can be met with far fewer City owned and operated park lands and facilities than would be required in a similar sized and situated city with few or no nearby regional serving facilities.

The City's civic center facilities, originally occupied in 1939, no longer adequately fulfill the needs of a growing community with increased demands for services. The police facility, which was added in 1962, is extremely crowded, as is the Community Development and Services Department, which occupies the basement of the original building. The City has had a Needs Assessment Study prepared and is proceeding with plans for a new police facility and remodeling plans for the existing police facility and the remainder of City Hall.

In general, the framework for and structure of community services in Porterville is adequate and capable of growing to meet the needs of the projected planning area population.

3.0 POLICIES

To guide the orderly development of land uses in the community and ensure the establishment and maintenance of compatible land use relationships, the following policies are established:

- 3.1 The distribution and intensity of land uses in the community shall conform to the Land Use and Circulation Plan appended to this document.
- 3.2 Multiple-family residential development shall be located on arterial and major collector streets, as designated by the appended Land Use and Circulation Plan, and shall generally be located adjacent to higher intensity uses to provide an orderly transition from such uses to nearby single-family residential development.
- 3.3 To the fullest extent practical, encroachment of higher intensity uses into residential neighborhoods shall be prevented. Such uses are acknowledged to be generally incompatible with low and medium density residential development.
- 3.4 The concept of planned developments shall be encouraged for suitable parcels to ensure accommodation of trends toward increased residential density in the community without disrupting the City's existing predominantly single-family character.
- 3.5 Urban growth to the east and north of the presently developed portions of the community shall be encouraged.

- 3.6 The consumption of prime agricultural land for urban development shall be discouraged. Agricultural land shall not be redesignated for urban use until 75 percent of available urban land has been developed.
- 3.7 No parcel designated or zoned for agricultural use shall be subdivided into any unit smaller than 20 acres.
- 3.8 Neighborhood commercial development should be encouraged, but only insofar as is necessary to conveniently serve sections of the community without ready access to other suitable commercial facilities. Neighborhood commercial uses should be confined to grocery, sundry and related "convenience" outlets. Such uses should be located at intersections of arterials, or arterials and collectors, and should not be located such that traffic movement is hindered or that light, traffic or noise adversely impact surrounding land uses.
- 3.9 Existing heavy commercial uses located in and around the community's central district shall be encouraged and preserved. Potentially adverse impacts from this type of use throughout the community shall be minimized through rigorous regulation of the location of such uses and through application of appropriate development standards.
- 3.10 The position of the "Downtown", or central business district, shall be protected and strengthened.
- 3.11 "Strip" commercial development along other major streets shall be discouraged.
- 3.12 The City shall encourage and promote industrial development in appropriate areas of the community to strengthen the local economic base.
- 3.13 Visual and aesthetic qualities of the community shall be maintained and enhanced through the application of standards for landscaping, setbacks, signs, fencing and other characteristics of development.
- 3.14 Irreplaceable natural resources shall be preserved from encroachment by urban development. Hillsides and slopes in the planning area shall not be developed above the 1,200 foot elevation line.
- 3.15 To ensure the most cost-effective provision of public services and to maintain appropriate land use relationships through local planning programs, the City shall pursue annexation of developed fringe areas.
- 3.16 The land use and development patterns for the Porterville Municipal Airport shall be designated by a master plan for this facility.

The Porterville Land Use and Circulation Element plan map attached to this document is also adopted and reflects General Plan policy for the community. It should be noted that this map is not intended to conform precisely with specific individual parcels of property and should not be interpreted as a zoning plan. Rather, the General Plan map is intended to prescribe the relationship among various land uses locally, and the City zoning map will reflect property-specific application of these relationships and attendant development standards.

To facilitate utilization and interpretation of the plan map, the following land use categories are prescribed:

Rural Density Residential: This density provides for zero to two residential units per acre and is intended principally to allow large-lot development around the periphery of the community and as a transition between agricultural/open areas and more intensive urban uses. Rural Density Residential development may incorporate on-site domestic water and on-site wastewater disposal systems if the extension of community water and sewer are deemed economically infeasible. It is not intended that this land use category support a uniform density of two units per acre, however, but rather, will accommodate this intensity of large-lot residential uses in appropriate areas (incorporated within this designation are rural residential "nodes", providing for the concentration of rural residential uses in largely agricultural areas).

Low Density Residential: This density provides for two to seven residential units per acre and is intended to provide generally for the development of "traditional" single-family housing, of mobile home subdivisions, and of planned residential developments incorporating a variety of housing types so long as the prescribed density standards of this classification are not exceeded overall by the development. It is presumed

that full community-level services, i.e. domestic water, sewer, fire protection, etc., must be available to areas developed to low density, or any more intensive classification, of residential use.

Medium Density Residential: This density provides for seven to fifteen units per acre and is intended to provide for the development of multiple-family housing in a variety of forms, as well as to encourage the development of affordable housing in the community by providing for a higher net yield of units per acre. Medium Density Residential uses, as well as more intensive development, should generally be located on arterial and collector streets to ensure adequate transportation access for this level of development.

High Density Residential: This density provides for fifteen to forty-three units per acre and is intended to enable residential development of parcels and sites which, because of location, configuration, relationship to adjacent uses, or other unique conditions, cannot reasonably or economically be developed to other more appropriate uses and the development of which to high density residential use would not be disruptive of surrounding uses and could be accommodated by available infrastructure and services. The High Density Residential designation is also intended to provide incentive for the redevelopment of certain existing dilapidated uses and parcels and expand overall housing opportunities in the community by allowing a higher net yield of units, and consequent higher economic return, per acre of development.

Neighborhood Commercial: The principal intent of this use is to provide for commercial development to conveniently serve residential

neighborhoods within a half-mile radius. Neighborhood commercial development is intended to include "convenience goods" outlets - i.e. markets, household supply stores, drug stores, service shops, gasoline stations, and limited professional office uses - and should be situated at intersections of arterials or, alternatively, arterials and collector streets, to ensure minimal disruption of traffic flow conditions. A distinction is intended between Neighborhood Commercial uses and General Commercial uses; the former is not intended to accommodate "shopper goods" outlets - i.e. furniture stores, department stores, etc. - characteristic of the latter, nor is the Neighborhood Commercial designation intended to provide for heavier "service commercial" uses or extensive professional office development. Typically, sites for neighborhood commercial development would be smaller than five acres.

General Commercial: This land use designation is intended to provide for a variety of commercial activities and development, including the community's central business district, regional and subregional shopping centers, public and quasi-public centers, financial institutions, and some professional services and offices. General commercial is primarily retail comparison shopper oriented, and provides for supporting public financial and professional uses. Care should be exercised to avoid "dead space" uses that tend to break up the pattern of pedestrian shopping from one store to another, and uses that require permanent outside storage areas. General Commercial uses should be concentrated and located along major arterial and collector streets to adequately accommodate the volumes of traffic typically generated by such uses without disruption to the community and residential environment.

Heavy Commercial: This land use designation is intended to accommodate service intensive retail and wholesale commercial uses and

supporting facilities such as auto and welding shops, automobile dealerships, repair facilities, lumber yard and building material sales, warehouses, storage yards, etc. Because of the intensity of the uses typically prevalent in this land use category, and the occurrence of outside storage areas, some separation or "buffering" from residential and other sensitive land use categories is desirable. Heavy Commercial uses should be accessible from major arterial and collector streets, and both on-site and off-site circulation patterns should take into account loading, unloading and maneuverability requirements for vehicles delivering bulk goods and materials.

Highway Commercial: This land use designation is intended to be established along highways and at expressway and freeway interchanges to provide services primarily benefiting tourists, visitors, transportation interests, and the traveling public. Uses encouraged by this land use category include hotels, motels, resorts and R.V. parks; sales and service dealerships for R.V.'s, boats, automobiles, trucks, mobile homes and farming equipment; truck stops, truck terminals and accessory supporting uses and facilities; super service stations; restaurants; building materials and supply stores; and commercial recreation uses. It should be recognized that tourist and highway commercial uses generally require and depend on exposure, accessibility and the availability of sufficient acreage to accommodate large lot developments. The Zoning Ordinance should therefore provide design controls for architecture, landscaping and access.

Professional and Office: This land use designation is intended to provide for the development of areas largely or exclusively dedicated to office and professional activities. Office development should be confined to arterial or collector streets, and a presumption that adequate off-street parking and landscaping can be provided is made. In some instances,

both higher density residential and office uses can be compatibly accommodated, and therefore, limited residential development could be included within this designation.

Industrial: This land use designation is provided to accommodate the development and operation of a variety of manufacturing, assembly, processing and packaging uses. Industry should be located away from residential areas and near transportation facilities. Industrial uses which create excessive smoke, dust, noise, light or vibration should be buffered from other nearby uses. The designation of industrial areas should also account for the existing or potential availability of adequate utilities and other infrastructure to serve prospective uses.

Public and Quasi-Public: This land use designation is provided to accommodate non-recreational government, school and other public facilities, such as cemeteries, drainage basins and hospitals.

Recreation and Open Space: This land use designation is intended for parks, landscaped and scenic areas, and permanent open space, i.e. the Tule River flood zone and land above the 1,200 foot elevation contour line on hillsides located in the planning area. Included within this category as well are limited, recreation oriented commercial uses.

Agriculture: This land use designation is applied within the planning area to sustain agricultural utilization of properties upon which urban development in the foreseeable future would be inappropriate, premature or disruptive of adjacent viable agricultural lands. This agricultural land use category should be limited to portions of the planning area located on its periphery and not already encompassed by urban uses.

4.0 PROGRAMS

The following programs are included in this plan as some of the

potential means by which the City can specifically implement the policies prescribed in this Element and achieve the City's land use planning goals.

- 4.1 An annual evaluation and update of the Land Use Element, addressing both policies and the plan map, shall be conducted to ensure the continued validity of the plan as an appropriate reflection of City goals, objectives and policies for community development.
- 4.2 The zone plan of the City shall be updated and amended as necessary to conform to the policies and land use relationships established by the Land Use Element.
- 4.3 Through appropriate modifications of the General Plan, zone plan and zoning ordinance, the recommendations of the City's commercial land use study shall be implemented.
- 4.4 Substandard portions of the community shall be improved, and blight or potential for blight, reduced by the establishment and implementation of a redevelopment project, as provided for by State law.
- 4.5 Annexation of unincorporated, developed areas contiguous to the City and which can be more cost-effectively provided essential public services by the City shall be vigorously pursued.

LUE(1): C3LUE.(1) (1-5)
C3LUE.(2) (6-10)
C3LUE.(3) (11-14)

CHAPTER 4:
- CIRCULATION ELEMENT -

CHAPTER 4: CIRCULATION ELEMENT

The purpose of the Circulation Element of the General Plan is to provide guidance, by means of policies, programs and similar tools, in the design, extent and coordination of facilities used to transport persons and property within the Porterville planning area. This includes coordination of rail, air, automobile and pedestrian modes of transportation.

The scope of the Circulation Element is defined in Section 65302 (b) of the Government Code, which specifies, in part, that this Element shall contain:

The general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and (shall be) correlated with the Land Use Element of the (General) Plan.

The Circulation Element may be more specific than provided for by Section 65302 (b); Sections 65303 (b), (c) and (d) allow for parking facilities, improvement standards, location of rights-of-way, terminals, viaducts, and grade separations to be included in the Circulation Element.

In addition, the Circulation Element must be coordinated with the policies and goals specified in the Noise and Safety Elements of the General Plan.

1.0 GOALS

The following goals have been established for the development and maintenance of the community's circulation system:

1.1 Provide a coordinated traffic circulation system for motor vehicles and pedestrians, ensuring safe and efficient access to employment, education, commerce and recreation, without interference to adjacent land uses.

1.2 Maintain smooth and effective interfaces between the local circulation system and State and County systems serving the community.

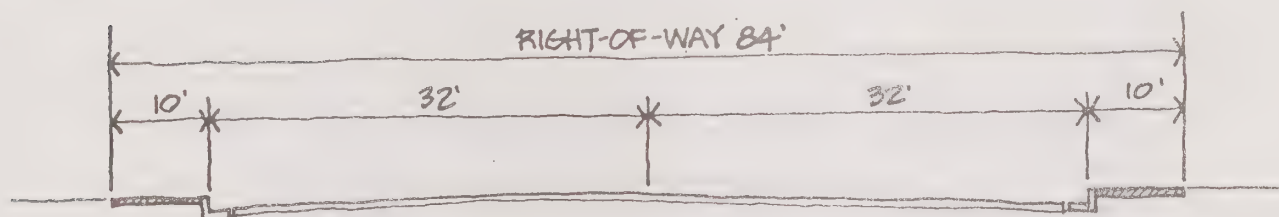
- 1.3 Assure adequate access by emergency vehicles to all areas of the community.
- 1.4 Facilitate and encourage adequate parking throughout the community, including Downtown and other commercial areas.
- 1.5 Encourage energy-efficient and low or non-pollutant transportation system utilization.

2.0 CONDITIONS AND TRENDS

- 2.1 Existing Street System: The existing network of streets in the planning area is functionally divided into three categories: arterials, collectors and local streets. Each of these street types provides a different degree of access to abutting properties.

Arterials: The primary function of arterials is to provide efficient through and cross-town traffic. Direct access to abutting property is kept at a minimum to maintain the free movement of potentially high traffic volumes on those roadways. A cross section of a typical urban arterial is shown below. Urban arterials typically have maximum design capacities of about 20,000 vehicles average daily traffic (ADT).

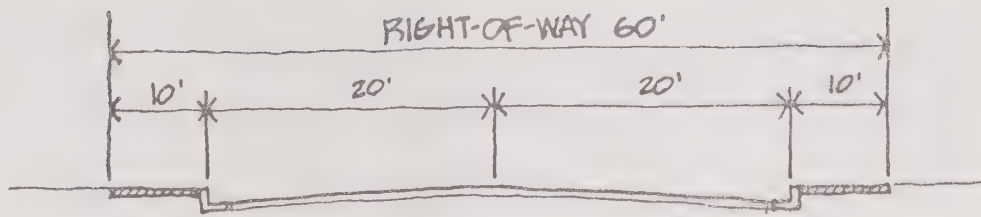
Figure 4-1



Arterial Cross Section

Collectors: Collector streets are intended principally to provide for traffic movement between arterials and local streets. In practice, though, they carry a large share of total intracity traffic. They also provide the primary link between different neighborhoods and from residential to commercial areas such as Downtown. In addition, collectors may serve as truck routes, particularly for the delivery and pick-up of goods where arterials do not abut industrial or commercial land uses. Collectors, typically, have a maximum design capacity of 10,000 ADT. A typical cross section of a collector street is illustrated in Figure 4-2.

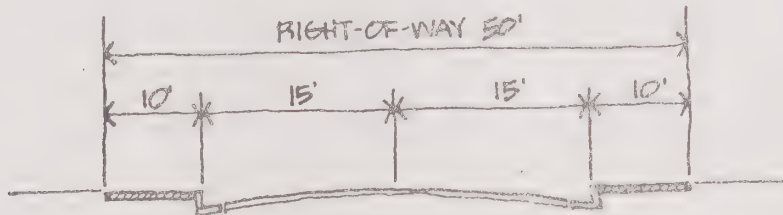
Figure 4-2



Collector/Local Cross Section

Local Streets: The sole function of local streets is to provide access to abutting land. Local streets are designed to minimize through traffic movements. They typically terminate at their intersection with collectors or arterials and are frequently curvilinear or terminated in cul-de-sacs. Local streets may carry traffic volumes as high as 1,500 ADT, but typically have volumes of less than 1,000 ADT. A representative local cross street section is shown below.

Figure 4-3



Dead End Local Street Cross Section

The existing network of streets in Porterville is characterized by a pattern of arterial-width streets at approximately half-mile to one-mile intervals. Collector streets occur at quarter-mile to half-mile intervals. Local streets are distributed variously, as required for direct property access and service. Alleys also provide an important means of access to commercial and residential properties in Porterville, particularly by public utility (refuse) equipment and trucks. These alleys are typically 20 feet wide and are generally located Downtown and in older, established residential neighborhoods.

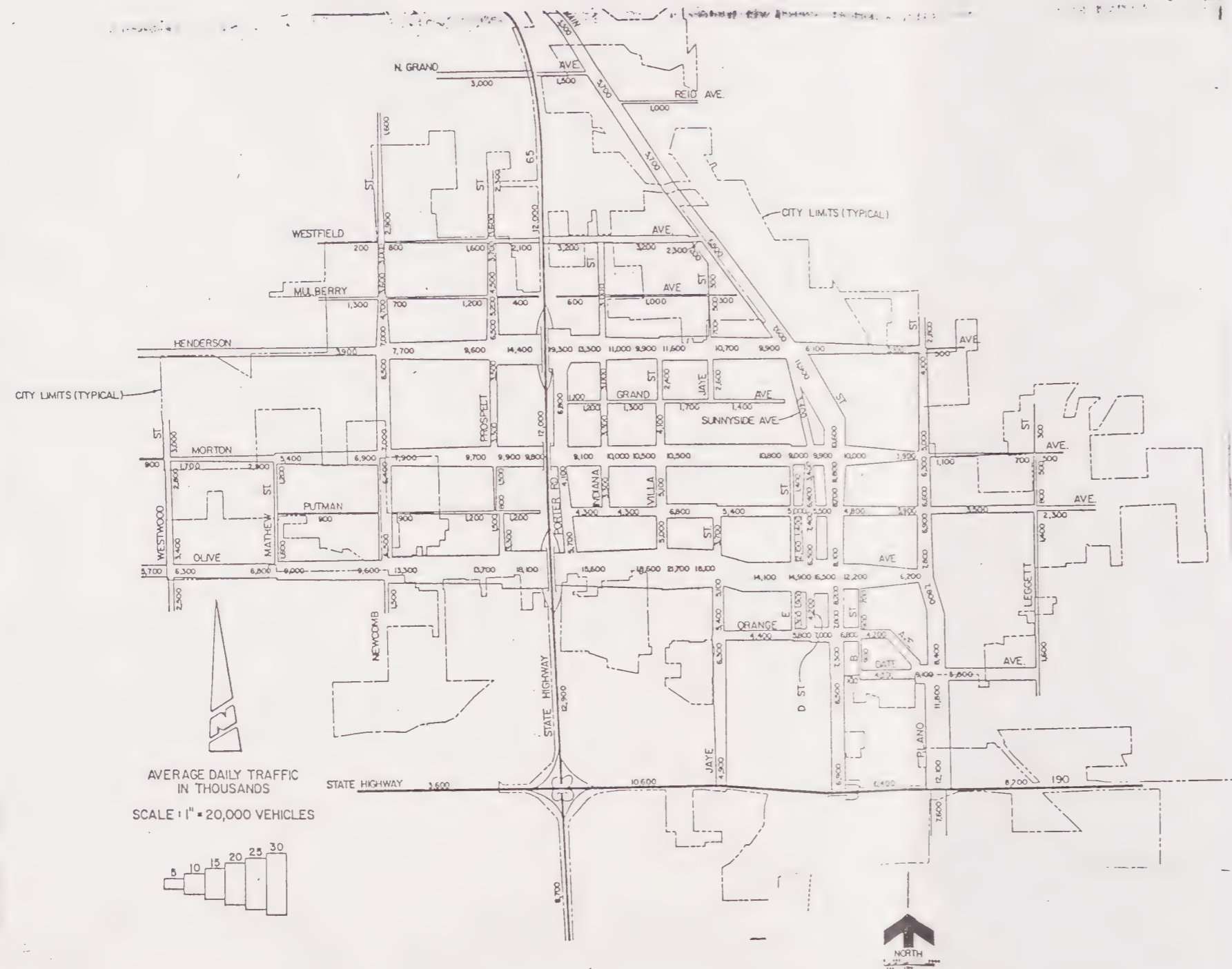
State Highways 65 and 190 are major intercity, regional transportation routes serving Porterville. Highway 65 is developed to freeway standards through most of the planning area, and is the principal route to Bakersfield and other destination points to the south of Porterville. This highway also extends northward through the citrus belt of Tulare County also, and is an important highway transportation link for the community's commercial and industrial shippers. Highway 190 extends from Highway 99, to the west, through Porterville, and into the foothills and Sierra Nevada mountains to the east. This route is improved, variably, to both freeway and expressway standards through the community.

- 2.2 Traffic Conditions: Figure 4-4 shows measured traffic flows on selected streets comprising the local circulation system. Although all streets and roadways are currently operating at volumes which fall well within theoretical design capacities, some peak hour congestion, reducing levels of service, occurs on several heavily traveled arterials, i.e. Main Street, and Henderson and Olive Avenues.
- 2.3 Parking: Parking for residential land uses in Porterville is generally provided on-site by private driveways, garages and carports, or on-street. Commercial parking demand is met by both off-street lots and by curbside space. The City owns and operates a substantial number of parking lots in the Downtown area. In general, combined shopper and employee-generated parking demand in the commercial areas of Porterville does not exceed available useful space. Off-street parking is also generally adequate at local industrial sites, and little spillover of employee parking onto local streets is experienced.
- 2.4 Rail Transportation: Freight rail service to the planning area is provided by a branch line of the Southern Pacific Railroad. No local passenger rail service is available, although the southerly terminus of Amtrak's San Joaquin Valley line, providing transport north to the San Francisco Bay area, is located in Bakersfield, 50 miles south of Porterville.
- 2.5 Air Transportation: The City of Porterville operates a Basic Utility, Stage 1 airport facility, located in the southwestern portion of the planning area. Serving principally general aviation needs, this facility would be capable of supporting commuter air passenger carrier service with a minimum of facilities improvements. Both Meadows Field, in Bakersfield to the south, and Visalia Municipal Airport, approximately 35 miles to the northwest of Porterville, provide regularly scheduled air passenger service.
- 2.6 Bicycle Travel: Bicycle traffic comprises a relatively small proportion of total vehicular traffic in the City of Porterville. There is presently no designated bike path system in the City; streets and roadways are used for this purpose on a random basis.
- 2.7 Pedestrian Traffic: Pedestrian traffic is generally well-provided for in the City by the extensive distribution of sidewalks along key pedestrian routes (i.e. school routes, Downtown, etc.) and the availability of crosswalks and traffic control devices at many key intersections.
- 2.8 Land Use Trends: The purpose of the Circulation Element is to provide for the efficient transportation of persons and property. Typically, different types of land uses, including commercial, industrial and residential, generate different levels of traffic and, consequently, have different projected

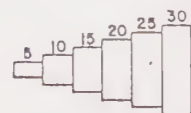
LEGEND

2,900

AVERAGE DAILY
TRAFFIC IN THOUSANDS



AVERAGE DAILY TRAFFIC
IN THOUSANDS
SCALE 1" = 20,000 VEHICLES



SOURCE:

Traffic Engineering Services Study

by Mohle Grover & Assoc. 12/15/84

TITLE

TRAFFIC COUNTS

FIGURE

4-4

impacts on the circulation system. Accordingly, the proposed distribution of land uses within the Porterville urban area as described in the Land Use and Circulation Plan included with this document will influence the need for and location of future road improvements, extensions and developments.

The City's land use plan indicates the location of new low-density residential land uses primarily to the east and northeast. The plan also provides for some new residential development to the west and northwest of the currently urbanized portion of the community. Commercial facilities are designated for the Downtown area and along Olive and Henderson Avenues. Medium and High Density Residential is designated in areas surrounding and extending west of the Downtown area, as well as south of Olive Avenue between B and Plano Streets and along the north side of Olive Avenue between Newcomb and Westwood Streets. Industrial land uses are designated at the northern and southern ends of the community and in the vicinity of the municipal airport.

The most direct measure of the probable traffic generated by each type of land use is a standard for the average number of vehicle trips per acre. Table 4-1, below, summarizes the anticipated average daily traffic generated by land use type and the most efficient type of collector and arterial grid system to serve such traffic. The grid systems listed in Table 4-1 are based on maintenance of at least a stable flow level of service. Based on the traffic generation rates listed in the table, it is projected that, at full development (61,000 population), the planning area will generate 1.7 million ADT.

- 2.9 Projected System Deficiencies: Analysis of present capacities and the potential impacts of full development in accordance with the land use plan discloses no critical design deficiencies in the City's circulation system. Currently, the frequency of arterial and collector streets in the City exceeds the recommended intervals suggested in Table 4-1. It should be noted, however, that upgrading of some specific street segments and completion and extension of the present grid pattern of City streets will be required to offset the potential effects of traffic generated by new development in the planning area.

TABLE 4-1

TRAFFIC GENERATION BY LAND USE

Type of Land Use	ADT Per Acre	Arterial Grid Frequency (Miles)	Collector Grid Frequency (Miles)
Single-Family Residential (0-11/acre)	60	one	one-half

TABLE 4-1 (Continued)

Type of Land Use	ADT Per Acre	Arterial Grid Frequency (Miles)	Collector Grid Frequency (Miles)
Multiple-Family Residential (11 or more/acre)	150	one	one-quarter
Commercial	1,200	one-quarter	one-eighth
Industrial (Light)	50	one	one-half
Public Facilities			
City Park	60	one	one-half
High School	200	one-half	one-quarter
Elementary School	90	one	one-half
Civic Center	450	one-half	one-quarter

Source: Institute of Traffic Engineers

Solely on the basis of historic ratios between vehicle miles traveled and accident frequency, traffic accidents in Porterville may increase in coming years due to traffic generated by increased local development. Enforcement of design standards for street and traffic safety will be essential to ensure the incidence of traffic accidents is minimized.

Few constraints to emergency vehicle access are evident in the present circulation system.

3.0 POLICIES

To guide the rational and orderly development of the circulation system in a manner that will adequately serve present and future land uses, coordinate parking and access to places of employment, recreation and commerce, and achieve the established goals of the community, the following policies are established:

3.1 The City's functional street classification system shall include arterial, collector and local streets, and shall be established in conformance with the Porterville Land Use and Circulation Element plan map appended to this document.

3.2 Exclusively residential neighborhoods should be protected from exposure to heavy traffic volumes.

- 3.3 Rights-of-way essential to the circulation system should be developed and dedicated to the appropriate extent and width when development or division of property occurs.
- 3.4 The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single-entry access routes should be restricted.
- 3.5 Collector streets may provide access to traffic-generating land uses such as schools, hospitals and recreation areas, but should not extend the length of the City limits in such a manner that through and cross-town traffic is provided with alternative routes to designated arterials.
- 3.6 Arterials should be designed to provide through, cross-town and intercity traffic. Access to abutting land uses should be limited, where possible, to facilitate traffic flow and reduce potential conflicts and traffic hazards. They should not be located adjacent to sensitive land uses or bisect neighborhoods.
- 3.7 Local streets should be designed to limit high-speed and through traffic.
- 3.8 Sidewalks should be provided in commercial and residential areas to facilitate pedestrian traffic, especially along routes with high pedestrian traffic circulation such as schools, parks and the Downtown area.
- 3.9 The circulation system should be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions.

In addition, it is the policy of the City to encourage non-polluting modes of transportation.

4.0 PROGRAMS

- 4.1 An analysis shall be made of specific street extensions, widening and improvement requirements according to the policies contained herein. Specific plan lines for street right-of-way extensions shall be established.
- 4.2 A study shall be made of the historic accident rates for major intersections in the City; the trends in level of service provided by the street system by use of the volume-to-capacity ratio; and the location of various traffic hazards such as poor visibility, poor surface conditions or sudden narrowing of the roadbed. These specific problems should be attended to, as funding permits, in rank order of their severity.

4.3 The City shall continue its program of requiring sidewalk improvements in new residential and commercial developments and encourage, to the extent financially feasible, the installation of sidewalks in existing commercial and residential neighborhoods.

4.4 Curbs and gutters should continue to be required when new roadways are developed which provide access to commercial, residential or industrial property. Property owners should be encouraged to install these improvements to the extent financially feasible in existing neighborhoods where they do not currently exist.

LUE(1): C4CE.(1) (1-5)
C4CE.(2) (6-8)

CHAPTER 5:

- OPEN SPACE ELEMENT -

CHAPTER 5: OPEN SPACE ELEMENT

The purpose of the Open Space Element of the City of Porterville General Plan is to identify those areas located within the City's urban area boundary which, because of their location, and/or use, natural, topographic or aesthetic features, merit recognition or preservation for the beneficial community functions they provide. As such, the Element provides a number of policies and programs intended to promote the preservation of designated open space areas for the primary purposes of ensuring; (1) preservation and protection of natural resources, (2) continued availability of recreational facilities, (3) enhancement of the overall scenic quality, and (4) the consideration of public safety.

The scope and nature of the Open Space Element is defined by Government Code Section 65302 (e) and Sections 65560 through 65567.

This element must include:

- . An inventory of privately and publicly owned open space lands listed in Government Code Section 65560 (b);
- . Goals and policies for preserving and managing open space lands; and,
- . A program of specific measures which the legislative body intends to pursue in implementing the open-space goals and policies.

The Open Space Element must also be coordinated with the goals and policies of the land use, safety, and conservation elements of the General Plan.

1.0 GOALS

The following goals are established for the preservation and protection of open space lands in the City of Porterville:

- 1.1 Preserve significant natural resources, such as cultural and biological resources, water courses, hills and agricultural lands, as part of an urban area open space system.
- 1.2 Promote a balanced mix of open space uses with development throughout the urban area in order to provide for the enhancement of visual resources, recreation opportunities, avoidance of hazards and conservation of resources.
- 1.3 Maintain floodways as open space in order to reduce flood hazards, provide recreation opportunities, preserve aesthetic and environmental quality and preserve biotic resources along water corridors.
- 1.4 Preserve significant historical and archeological sites in the City.
- 1.5 Preserve open space to adequately protect the public from fires, flooding and land slides.

2.0 CONDITIONS AND TRENDS

Open space is defined as any parcel of land or water body which is essentially unimproved with man-made structures, with the exception of certain designated historical properties, which through specific action by the City of Porterville has been recognized to have value to its citizens for reasons including but not limited to the following:

- (1) Areas for the preservation of natural resources, plant species or fish and wildlife habitats;
- (2) Areas necessary for management of mineral and agricultural resources;
- (3) Areas for recreation;
- (4) Areas for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as unstable soil areas, flood plains, and areas presenting high fire risks;
- (5) Areas which have significant scenic, archeological or cultural value;
- (6) Areas which provide access to rivers and other water courses, natural habitats or open space reservations.

2.1 Conditions and Trends: Porterville has an estimated 5,278 acres of designated recreation and open space lands within the Urban Area Boundary. This acreage includes seven (7)

City parks including a nine hole golf course. Land within the floodway of the Tule River, hilltop lands above the 1,200 foot elevation level, storm water retention or detention basins, five (5) private or quasi-public recreation sites, lands designated for agricultural use by the Land Use Element of the General Plan, several public (and one parochial) school sites, sites of historical or archeological significance, three (3) cemetery sites, the Yaudanchi Ecological Reserve, Porterville Developmental Center lands, the Municipal Airport Clear Zones, the City sewage treatment plant site and a large acreage groundwater recharge site. These lands account for numerous open space functions. The designated open space lands and their reasons for preservation as open space are detailed in Table 1 and shown on the open space designation map appended to this Element. As a general rule, open space lands serving several functions are the most valuable to the community and should receive the greatest degree of protection as open space. In addition to these designated open space lands about 1,140 acres of vacant residential, 140 acres of vacant commercial and 253 acres of vacant industrial designated lands exist within the Porterville City limits, with several thousand additional acres of residential, commercial and industrial designated lands for urban expansion, either vacant or in agricultural use, existing outside the City limits within the Urban Area Boundary. Thus, unlike more urbanized cities in California an estimated 80 percent of the land within the Porterville Urban Area Boundary exists as undeveloped open space in 1986.

Although much currently vacant land will be developed to the densities established by the Land Use Element of the General Plan in future years, implementation of the policies and programs set forth within this Open Space Element should result in the preservation of appropriate and adequate open space land to provide necessary and desirable environmental safeguards while insuring maintenance of the health, safety and welfare of Porterville's citizens.

City park lands, composed of land currently used for parks that are held in fee title or possessory interest by the City, all serve to provide open space for recreation, and in some instances to preserve natural resources, preserve public health and safety, provide access to water courses and to preserve scenic and cultural values. Table 2 and Figure 5-1 provide a detailed inventory of City park and recreation facilities.

The Tule River floodway, and to a lesser extent the Porter Slough, are considered for open space designation for reasons related to both natural and human functions. Natural functions include carrying waters (normal and storm waters), replenishing the groundwater supply, providing plant and wildlife habitat. Human functions include; separating different urban uses, providing visual relief, providing areas for water storage and transport, providing recreation

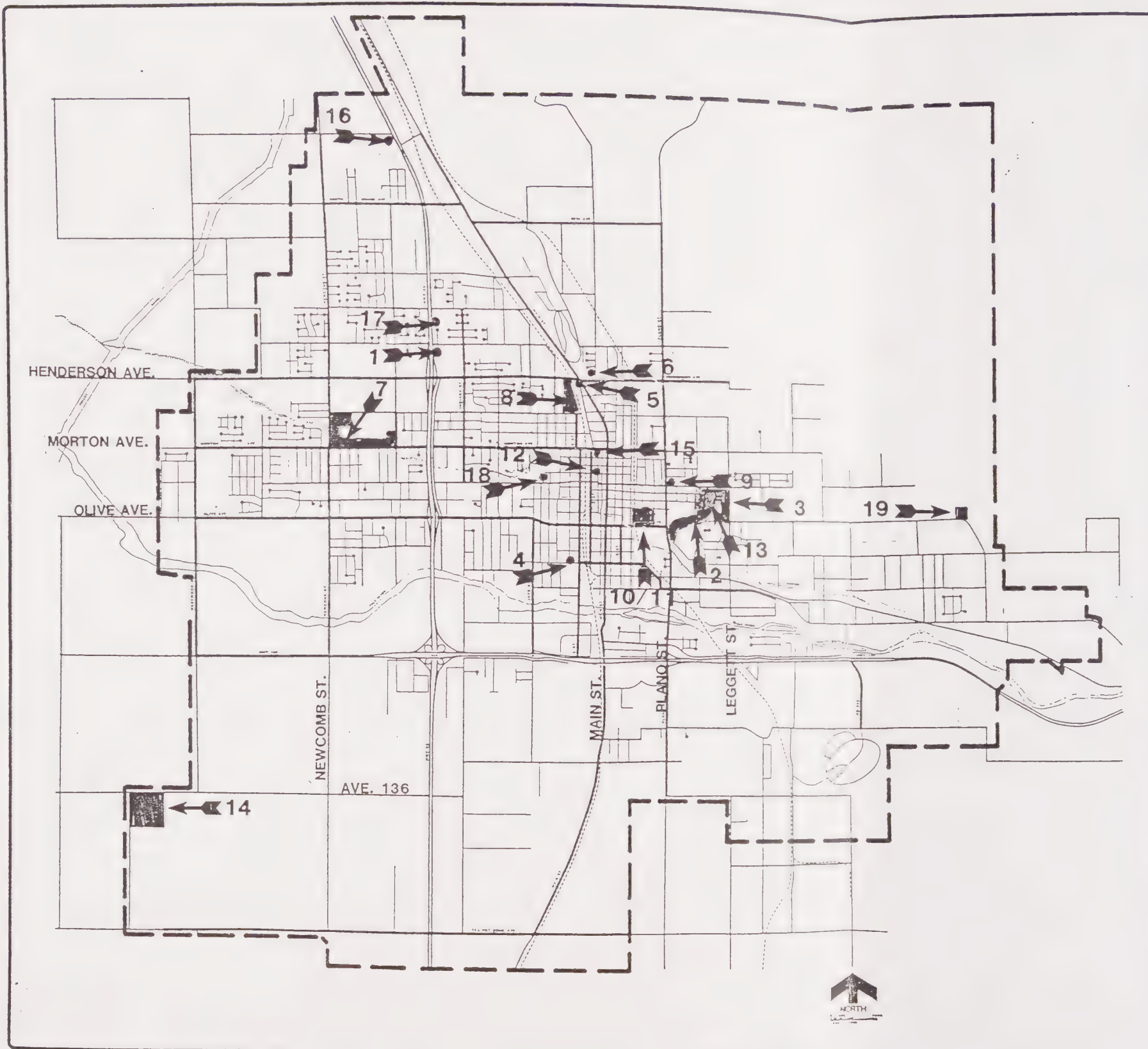
TABLE 5-1

DESIGNATED OPEN SPACE LANDS

Classification/Location	Approximate Acreage	Preservation of Natural Resources	Managed Production of Resources	Recreation	Public Health and Safety	Preservation of Scenic/Archeological or Historic Resources	Provision of Access to Water Courses/Natural Habitats or Reservations
Hilltop Lands Above the 1,200 Foot Elevation Level/ Northeast Sector of Planning Area	315	X			X	X	
Storm Water Detention or Retention Basins/Throughout Planning Area	188	X		X	X		
Public, Quasi-Public or Private Recreation/Through- out Planning Area (See Table 2)	206	X		X	X	X	X
Floodway/Bisecting Planning Area East to West	325	X	X	X	X	X	X
Agricultural/Northerly and Southerly Sectors of Planning Area	3,052	X	X			X	
Public or Private School Sites/ Throughout Planning Area	330			X			
Historical or Archeological Sites/See Table 2 and Open Space and Conservation Map Appended to this Element	3			X		X	
Cemetery Lands/See Open Space and Conservation Map Appended to this Element	82	X					
Yaudanchi Ecological Reserve/ Southeast Sector of Planning Area	156	X		X			X
Porterville State Developmental Center Lands/Southeast Sector of Planning Area	481	X		X*			
Groundwater Recharge Site/ Southeast Corner of State Highway 190 and Plano Street	47	X	X		X		
Aiport Clear Zones	18				X		
City Sewage Treatment Plant	65				X		
TOTAL:	5,278						

* Developed and Passive Recreation Opportunities for Residents of Developmental Center

(LUE(1): C5T1)



SOURCE: CITY OF PORTERVILLE, 1986

TITLE
CITY OF PORTERVILLE PARKLANDS AND FACILITIES
(PUBLIC, QUASI-PUBLIC AND PRIVATE)

FIGURE
5-1

opportunities, providing a disposal area for reclaimed water, and providing a potential source of sand and gravel.

Lands above the 1,200 foot contour line are designated as permanent open space for reasons that include preservation of natural resources, preservation of public health and safety and preservation of scenic resources.

Storm water retention or detention basins, established, or to be established, as part of the City Storm Drain Master Plan, are located throughout the urban periphery in the north and northeasterly sectors of the urban area. In addition, three City park sites (Hayes Field, Zalud Park and Olivewood Park) also serve as retention basins during the rainy season. These areas provide a number of important open space functions including preservation of natural habitat, provision of recreation opportunities, protection of public health and safety and the recharge of groundwater aquifers from which the City is dependent on for its sole supply of potable water.

Agricultural lands, designated by the Land Use Element of the General Plan, constitute a significant segment of the total open space land within the planning area (about 3,000 acres). These lands provide wildlife habitat and contribute to the scenic, rural character of Porterville's periphery while being used for managed production of necessary and valuable resources to man.

A number of public, and one parochial, school sites, located throughout the urban area, contribute important open space values to the City and its urban area periphery. Sixteen (16) of these schools are comprised of relatively large acreage properties that provide a number of active and passive recreation opportunities. These facilities also supplement City park and recreation facility and program opportunities through a cooperative working relationship between the City, Porterville and Burton School Districts and Porterville College.

Several structures and neighborhoods of historical and/or cultural significance have been identified within the City limits by the Historical Resources Survey conducted by the City of Porterville in 1986. A few of these properties with particularly significant attributes, such as qualifying for nomination to the National Register of Historic Places, have been included within the open space lands inventory listed in Table 1 and shown independently from the neighborhood district areas on the Open Space and Conservation Element Map appended to this document. Additionally, a vacant site located at the southerly end of Murry Hill showing evidence of Native American occupancy has been designated as open space for its archeological importance.

Three cemetery sites within the Urban Area Boundary have been considered as permanent open space because the use of these properties affords a relatively certain guarantee that they will remain undeveloped as open space lands. Although these lands do not serve any significant open space purpose at present, due to their location on the periphery of the urbanized area of the City, as future development surrounds them, these areas will preserve attractive expanses of scenic vistas for passing traffic and provide areas for those wishing to take a solitudinal stroll. They will also serve as buffer uses or transitional zones between differeing land use patterns or sharply contrasting densities.

The Yaudanchi Ecological Reserve and State Developmental Center (formerly Porterville State Hospital) lands, located on the periphery of the urbanized sector of the urban area, presently blend with surrounding vacant lands designated for ultimate development and do not stand out as particularly significant open space lands. However, as is the case with the cemetery lands, future urbanization will make these lands extremely important open space areas within the Porterville urban area, serving a number of open space purposes.

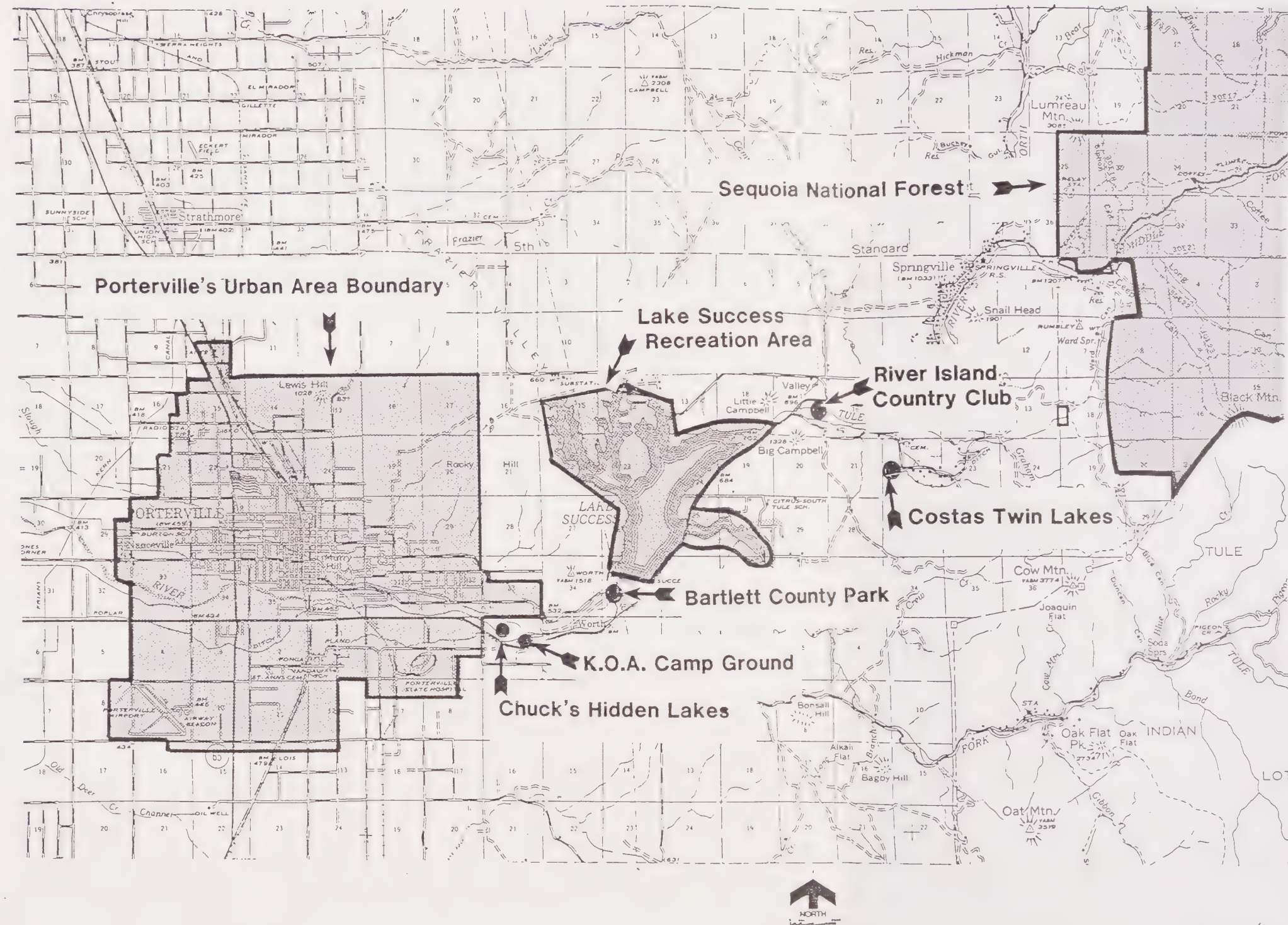
The Municipal Airport Clear Zones and the City sewage treatment plant have been included within the Urban Area Open Space Lands Inventory in order to ensure their continued existence for preservation of the health, safety and welfare of the community.

A final open space site worthy of note is the groundwater recharge site located at the southeast corner of State Highway 190 and Plano Street. This area, like the storm water retention and detention basis, is particularly important in maintaining the groundwater aquifer supply, Porterville's only source of potable water.

2.2 Recreation

A variety of leisure services classes and activities are scheduled and conducted on a year-round schedule at public recreation facilities listed in Table 2. Also a number of adult and youth athletic leagues, organized and administered by citizens of the community, use the City park and school district facilities for their activities.

In addition to the City parks and facilities designated for open space uses, residents within Porterville's Urban Area Boundary have access to about 330 acres of public recreational open space that are not under the direct control of the City. These areas include the lands and facilities of Porterville Junior College (two softball diamonds, one baseball diamond, open play fields, a quarter mile track and football stadium, indoor gymnasium and a swimming pool); Monache and Porterville High Schools (play fields, softball and baseball diamonds, open play fields, gymnasiums and swim-



SOURCE: CITY OF PORTERVILLE, 1986

TITLE
"REGIONAL SERVING AREAS AND RECREATION FACILITIES"

FIGURE
5-2

ming pools) and; the play fields and facilities of several elementary and junior high schools within the Burton and Porterville School Districts.

In addition to the recreation lands and facilities located within Porterville's Urban Area Boundary, area residents are fortunate in having a number of regional serving public and private recreation facilities within a few minutes drive and a variety of outdoor recreational opportunities within a one hour drive in the Sequoia National Forest. Nearby facilities are shown in Figure 5-2 and include Chuck's Hidden Lakes Camping and Fishing Park, a 28.9 acre privately owned facility located along the Tule River just east of the Urban Area Boundary, Costas' Twin Lakes Camping and Fishing Park, a 38 acre privately owned facility just south of State Highway 190 about 10 miles east of the City; the privately owned 37.5 acre KOA campground located on State Highway 190 contiguous to the easterly Urban Area Boundary line, the River Island Country Club, located about eight miles east of the City on State Highway 190 also provides an 18-hole golf course and tennis facilities (use of the River Island facility is limited, however, to residents of the River Island community and their guests); Bartlett Park, a 110-acre regional Tulare County Park, Bartlett Park, located just east of the Urban Area Boundary on Success Drive; and finally Success Dam and lake, a 4,600 acre fully developed regional facility offering a full range of water and land based recreation opportunities, operated by the U. S. Army Corps of Engineers.

2.5 Needs

Within the City of Porterville, there is a need to preserve open space for recreation; for visual relief; for public safety purposes; for preservation of cultural, archeological, biological and mineral resources; for management of resources; and for access to natural areas. As Porterville continues to transition from its rural agriculture based heritage to an urban community, open space will continue to play these vital roles, and needs to be integrated into the overall growth and design strategy for the City.

Porterville residents can now see several thousand acres of undeveloped land within the City's Urban Area Boundary. Although some of this will remain permanent open space and is designated as such, much of it will be developed for residential, commercial, and industrial uses in the future. As this land is developed, it will be particularly important to ensure that adequate open space for recreation lands and facilities is set aside to meet the needs of Porterville's residents. Setting aside adequate open space recreational lands will ensure that future recreation needs are met and provide visual open space and depending on the site may fulfill other open space functions as well. In recent years recreation land, facility and program planning methodology has shifted from the traditional, and somewhat arbitrary

acreage/facility to population ratio method toward more socially responsible or policy oriented plans which emphasizes community participation in determining what is desired, and therefore needed to meet existing and future demand for recreation lands, facilities and programs. Using this process may be particularly appropriate within the Porterville urban area due to the relatively vast array of nearby regional serving recreation facilities that are undoubtedly significant contributors in meeting the recreation needs of Porterville's urban area residents (i.e. traditional recreation land to population ratios such as 10 acres of public park for every 1,000 residents may not be appropriate due to nearby opportunities outside the planning area). It may, in fact, be that Porterville's urban area resident recreation needs can be met with far fewer City owned and operated park lands and facilities than would be required in a similar sized and situated city with a higher residential unit per acre ratio (about three per acre in Porterville), few or no nearby regional serving facilities.

In order to establish appropriate policy direction including identification of community needs, goals and objectives; establishment of a priority list and time line for park land acquisition and development; and an inventory of desirable parcels of land suitable for parks and recreation facilities, the Parks and Leisure Services Department should, with community participation, prepare a parks and recreation policy plan for the City in the near future.

The City of Porterville contains some land that has public safety constraints and would therefore be desirable if left in open space. This includes lands in flood plains, on steep hillsides, on unstable soils, lower than and near to above ground reservoirs, and within areas of high accident risk or high noise levels associated with the public airport. Except for the floodway portion of the Tule River flood plain, all of these areas may be developed if certain precautions are taken. As an example, undeveloped hillsides in the north-eastern sector of Porterville's urban area, provide significant scenic resource preservation and hazard avoidance functions. As they become subject to development, hillside development strategies that are sensitive to preservation of views and land forms must be utilized in conjunction with public safety concerns. The Tule River corridor should continue to provide a significant central open space spine maintaining its visual integrity and preserving natural resources.

Relatively large vacant parcels of land located in the northwest, northeast, and southeast sectors of the Porterville Urban Area Boundary are designated for residential development by the Land Use Element of the General Plan and will ultimately be subject to development pressure. Because they presently account for a significant amount of Porterville's open space resource, site design should be

undertaken in a manner that achieves an adequate balance of development with open space allocation for resource protection, parks and maintenance of aesthetic integrity.

In regard to open space distribution, the vast majority of Porterville's currently designated open space land is distributed rather evenly throughout the urban area. Because most of the vacant land that is yet to be developed lies in the northern third of the urban area, the population center of Porterville will, over the next 20 to 30 years most likely shift northward. As this occurs, the importance of retaining visual access to the northern and eastern foothill slopes will become increasingly important, as will places for close to home public recreation for northern City residents who will be more distant from the City's existing parks and the Tule River.

3.0 POLICIES

To ensure the preservation and protection of open space lands in the community and to ensure the establishment and maintenance of compatible land use relationships, the following policies are established:

- 3.1 Recognize that different kinds of open space have different functions, but include in the Porterville Open Space system, wherever possible, lands that can be used for at least two of the six major open space functions: Preservation of natural resources, managed production of resources, recreation, protection of public health and safety, preservation of significant archeological or cultural sites and provision of access to water courses and natural habitats.
- 3.2 Determine priorities among various open space uses to insure that major alteration is not undertaken without full discussion and understanding of the probable end result and alternative consequences.
- 3.3 Preserve lands as open space to minimize hazards to man due to potential seismic activity such as quaking, slope collapse, and liquefaction, or due to fire, earth sliding, flooding, erosion and siltation, soil compression, lateral spreading, and subsidence.
- 3.4 Protect unique conservation and scenic areas from deterioration or destruction by either private or public actions.
- 3.5 Provide open space lands for a variety of outdoor recreation opportunities, and make improvements, construct facilities and maintain programs which will encourage, where appropriate, a maximum of resident participation.

- 3.6 Include landscaping and plazas on public and private lands and well-designed pedestrian facilities in areas of intensive pedestrian activity, particularly in the City's business districts and neighborhood centers.
- 3.7 Encourage and support regional and subregional efforts to acquire, develop, maintain and/or operate open space lands and facilities, e.g., the establishment of scenic corridors, the application of flood plain zoning, etc.
- 3.8 Make use of Federal and State programs wherever possible in all matters concerned with open space.
- 3.9 Utilize lands adjacent to natural habitat along the Tule River and Porterville's sloughs for paths and trails, where such development will not adversely impact natural habitats, to serve as links in a Citywide and subregional open space systems.
- 3.10 Provide for the requirement of maximum open space in all community land developments consistent with residents' needs and economic feasibility.

4.0 PROGRAMS

The following programs are included in this plan as some of the potential means by which the City can specifically implement the policies prescribed in this element and achieve the City's open space preservation goals.

- 4.1 The Department of Parks and Leisure Services shall solicit community participation in preparation of a parks and recreation policy plan for the City. The policy plan could include, but not be limited to, the following considerations as applicable to the City of Porterville:

- °Inventory of existing public and private park and recreation facilities;
- °Inventory of community needs, goals and objectives;
- °Priority list and time lines for park land acquisition and development;
- °Inventory of key parcels of land suitable for parks and recreation facilities;
- °Standards for public and private recreational services;
- °Standards for public and private park, bicycle and equestrian development;
- °Standards for open space throughout the community.

- 4.2 The City shall assess the feasibility of adopting a park lands dedication ordinance requiring dedication of park lands or the payment of fees-in-lieu of dedication for all new residential subdivisions.

- 4.3 The City shall implement provisions of its Zoning Ordinance to ensure that residential lot and planned development open space standards are met or exceeded for all new residential development projects.
- 4.4 When desirable, feasible and appropriate the City shall require open space easements pursuant to provisions of the Subdivision Map Act for new development projects.
- 4.5 The City shall identify parcels of land subject to flood plain overlay zoning established by the Zoning Ordinance and apply the appropriate overlay zone (F-1 or F-2) to those parcels.
- 4.6 The City shall require dedication of a public easement along a portion of the bank when approving tentative or final maps for subdivisions fronting upon a public waterway as required by the Subdivision Map Act.
- 4.7 The City shall utilize the Environmental Review process to ensure the preservation of significant natural resources and features, and to regulate and condition development within areas susceptible to natural hazards.
- 4.8 The City shall utilize the Environmental Review process to ensure the preservation of significant historical resources or archaeological sites.
- 4.9 The City shall vigorously pursue a public park land acquisition and development program consistent with the goals and policies established by the parks and recreation policy plan to be completed by the Department of Parks and Leisure Services.

LUE(1): C50SE.(1) (1-5)
C50SE.(2) (6-10)

CHAPTER 6:

- CONSERVATION ELEMENT -

CHAPTER 6: CONSERVATION ELEMENT

The purpose of the Conservation Element is to identify the natural and appropriate manmade resources within the City of Porterville's Urban Area Boundary and to encourage their wise management in order to ensure their continued availability for use, appreciation, and enjoyment.

The Conservation Element is designed to develop policies and implementation programs which will encourage the conservation and proper management of all identified natural and appropriate manmade resources within the Urban Area Boundary.

Government Code Section 65302 (d) mandates each city and county in California to adopt a Conservation Element which is intended to provide direction for the conservation, development, and utilization of resources, including water and its hydraulic forces, forest, soils, rivers and other waters, plant and animal life, minerals and other resources where applicable.

1.0 GOALS

The following goals are established for the conservation and protection of Porterville's natural and appropriate manmade resources.

- 1.1 Protect water corridors and other areas of unique topography or environmental significance to the greatest extent possible.
- 1.2 Reduce flood hazards.
- 1.3 Maintain adequate domestic and irrigation water supplies for all residents and uses within the City's Urban Area Boundary.
- 1.4 Reduce the amount of erosion of irreplaceable soil.
- 1.5 Preserve significant biological resources.
- 1.6 Preserve significant cultural and archaeological resources.
- 1.7 Ensure protection of Porterville's urban area residents from the disturbance and health hazards provided by air pollution.

1.8 Ensure that any mining and/or quarrying operations within the City's Urban Area Boundary occur in a safe and efficient manner while minimizing environmental degradation.

1.9 Preserve scenic vistas which enhance the environmental quality of the City.

2.0 CONDITIONS AND TRENDS

2.1 Water Resources

Surface Hydrology: Two natural surface waterways cross the planning area, the Tule River and Porter Slough, which branches off from the river in the eastern section of the planning area. Severe flood hazard from these two waterways has largely been eliminated by the construction of Success Dam completed in 1961, and located a few miles east of the planning area. However, some lands within the Tule River Flood Plain and in the north and east portion of the planning area are susceptible to seasonal flood water inundation from the river and watershed runoff from sparsely covered hills lying within the northeast sector of the planning area. These areas are illustrated in Figure 2-4 in Chapter 2 of this document. The City of Porterville completed construction of two flood control basins in the northeast sector of the planning area in 1984 to reduce flooding potential created by hillside runoff. These basins are shown within the Open Space and Conservation Element map appended to this document.

Surface water is also channeled throughout the planning area in open and piped irrigation ditches which are operated and maintained by private water companies and associations. Because flow rates within these manmade channels are largely controllable with the water dispersed over agricultural lands. They do not pose a flood hazard. The channels are, however, a valuable resources to agricultural interests within the planning area.

Groundwater Hydrology: The Porterville area is underlain by an unconfined aquifer which is a part of the Tule Sub-Basin of the San Joaquin Valley Watershed. According to the Department of Water Resources, the Tule Sub-Basin has been experiencing an overdraft of approximately 163,000 acre-feet per year since 1975. The source for recharge of the Tule Sub-Basin is the Tule River, which has a mean annual runoff of 136,000 acre-feet.

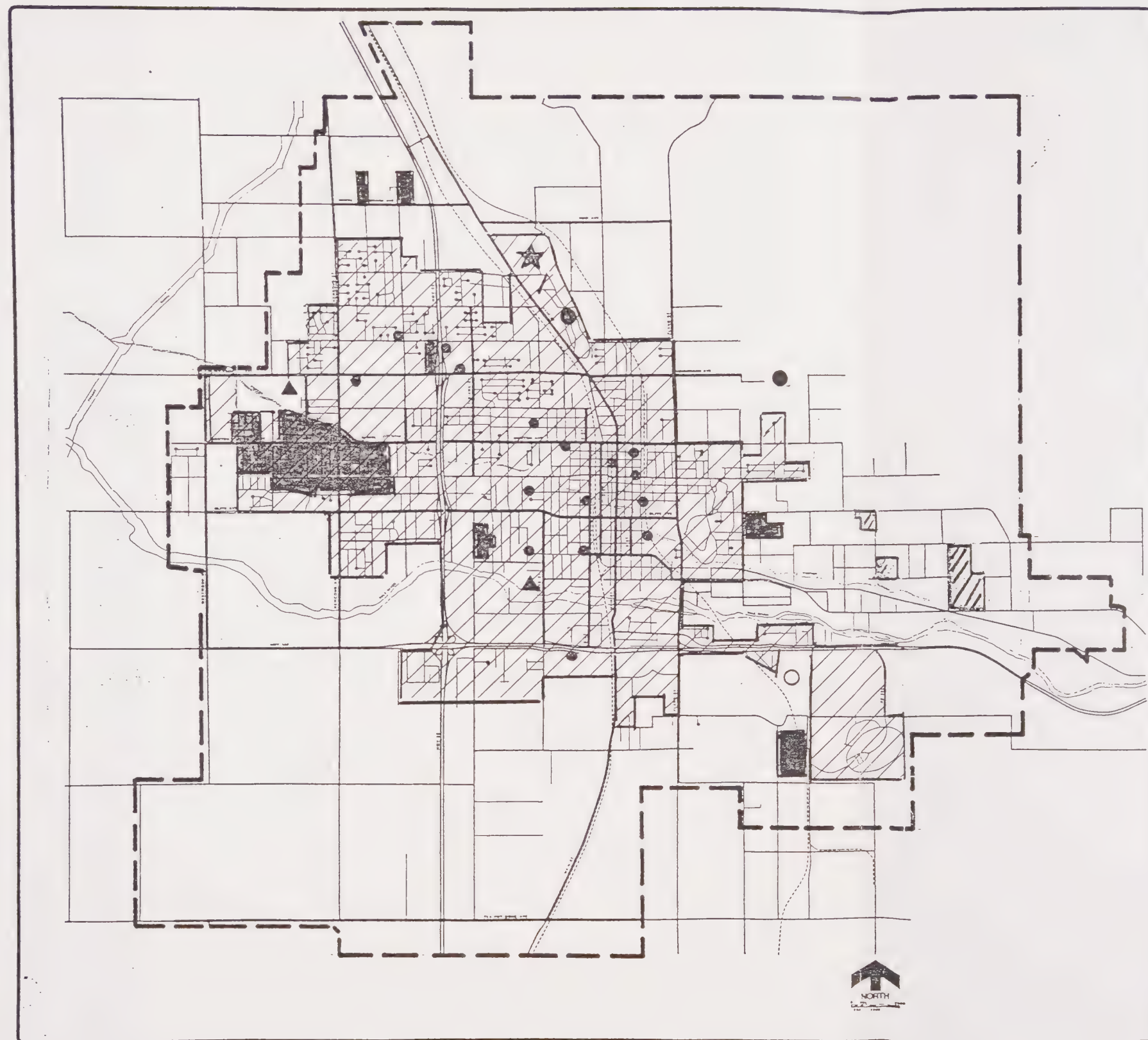
In comparison to the State Water Quality Control Board's quality standards shown in Table 6-1, the water is of good quality. However, some wells in east Porterville have produced relatively high levels of nitrates.

TABLE 6-1
Water Quality Standards

<u>Inorganic Substance Contaminant</u>	<u>Maximum Acceptance Levels mg/l</u>	<u>Avg. Levels for Porterville mg/l</u>
Flouride	1.00	.160
Iron	0.30	.230
Manganese	0.05	.014
Nitrates	45.00	9.400
Sulfate	250.00	123.000
Total Dissolved Solids	500.00	231.000
Conductance (microhms)	900.00	332.000

Source: Title 20, California Administrative Code, "California Domestic Water Quality and Monitoring Regulations".

The conversion of agricultural land to urban uses will not increase the present overdraft condition or significantly increase the concentration of chemical or mineral contaminants in the groundwater. Table 6-2 shows the average water requirements for various urban land uses and agricultural crops common to the Porterville area. The average quantity of water consumed per agricultural acre is estimated by the State Department of Water Resources to be 3.0 acre-feet per acre per year. The weighted average water consumption for Porterville urban uses was calculated to be 1.45 acre-feet per acre per year based on water consumption rates specified in the Water System Study and Master Plan Report. In addition to this consumption differential, the Department of Water Resources estimates that of the water applied for agricultural uses, approximately ten percent achieves deep percolation to replenish the underground water supply whereas approximately 25 percent of the water consumed for urban uses achieves deep percolation, after treatment at community wastewater reclamation facilities. Average annual per-acre net groundwater extraction would therefore be 2.7 acre-feet for agricultural uses, and 1.10 acre-feet for urban uses.



LEGEND

- = EXISTING CITY WELL SITE
- ▲ = PROPOSED CITY WELL SITE
- ★ = 50,000 GALLON STORAGE TANK
- = 3 MILLION GALLON STORAGE TANK
- = PROPOSED 3 MILLION GALLON STORAGE TANK
- = PRIVATE WATER COMPANY SERVICE AREA
- ▨ = CITY OF PORTERVILLE SERVICE AREA
- = PRIVATE NEIGHBORHOOD SYSTEMS OR PRIVATE WELLS

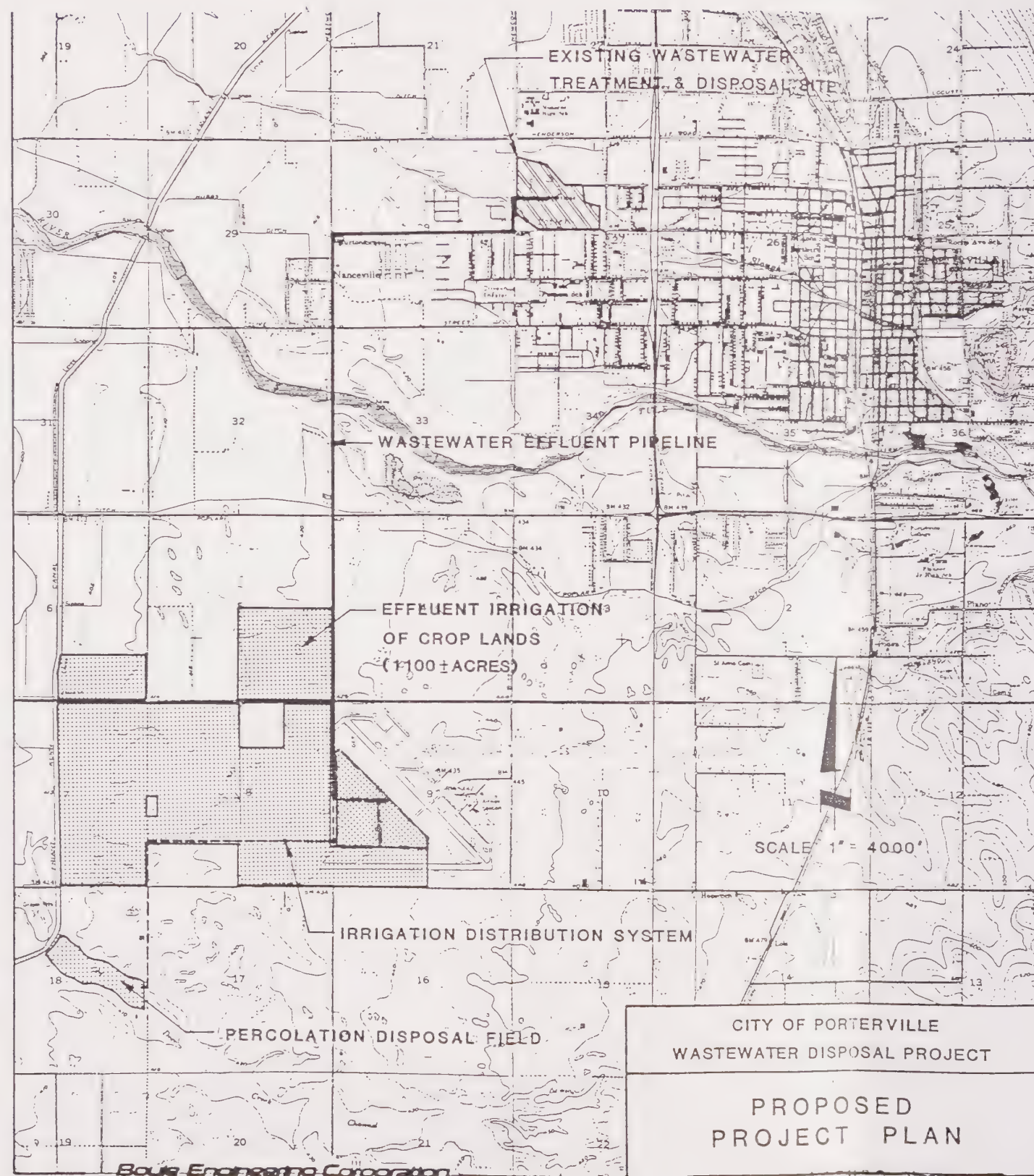
SOURCE: CITY OF PORTERVILLE, 1986

TITLE

DOMESTIC WATER SUPPLY SYSTEM

FIGURE

6-1



SOURCE: FINAL ENVIRONMENTAL IMPACT REPORT
CITY OF PORTERVILLE WASTEWATER TREATMENT PLANT
EXPANSION PROJECT PREPARED BY BOYLE ENGINEERING, 1985

TITLE
**WASTEWATER DISPOSAL OUTFALL LINE
IRRIGATION AND PERCOLATION SYSTEM**

FIGURE
6-2

TABLE 6-2

Average Unit Water Requirements

Land Use	Water Consumption (acre-feet/year)
Residential ¹	
Minimum Density	0.35
Low Density	1.04
Medium Density	1.91
High Density	2.61
Maximum Density	3.47
Commercial ¹	1.50
Industrial ¹	1.50
Recreation and Open Space ¹	2.60
Public/Quasi-Public ¹	1.50
Agriculture ²	
Citrus	2.80
Olives	2.50
Cotton	3.90
Pasture	6.30
Truck Crops	2.10

Sources: 1. City of Porterville, Water System Study and Master Plan Report. 1980. p. 35.

2. U.C. Cooperative Extension "Monthly Water Requirements." September, 1973.

Domestic Water Supply: All domestic, and some agricultural, water within the Urban Area Boundary is drawn by a system of City, water district and private wells from the groundwater aquifer underlying the planning area.

The City of Porterville provides service to most of the area located within the City limits, however, service is also provided by several other water purveyors and private wells throughout the urban planning area. Water service areas and the City well and storage tank system is shown by Figure 6-1.

Water Reclamation: In 1987 the City of Porterville will be completing an effluent outfall line designed to relieve the existing overburden on percolation ponds at the wastewater treatment plant in the west/central area of the City. The outfall line project will also serve as a valuable conservation measure by supplying agricultural irrigation water to over 1,100 acres in the dry months of the year and recharging the groundwater aquifer through a 46± acre percolation field

during periods of low irrigation demand. This project is shown by Figure 6-2.

2.2 Land Resources

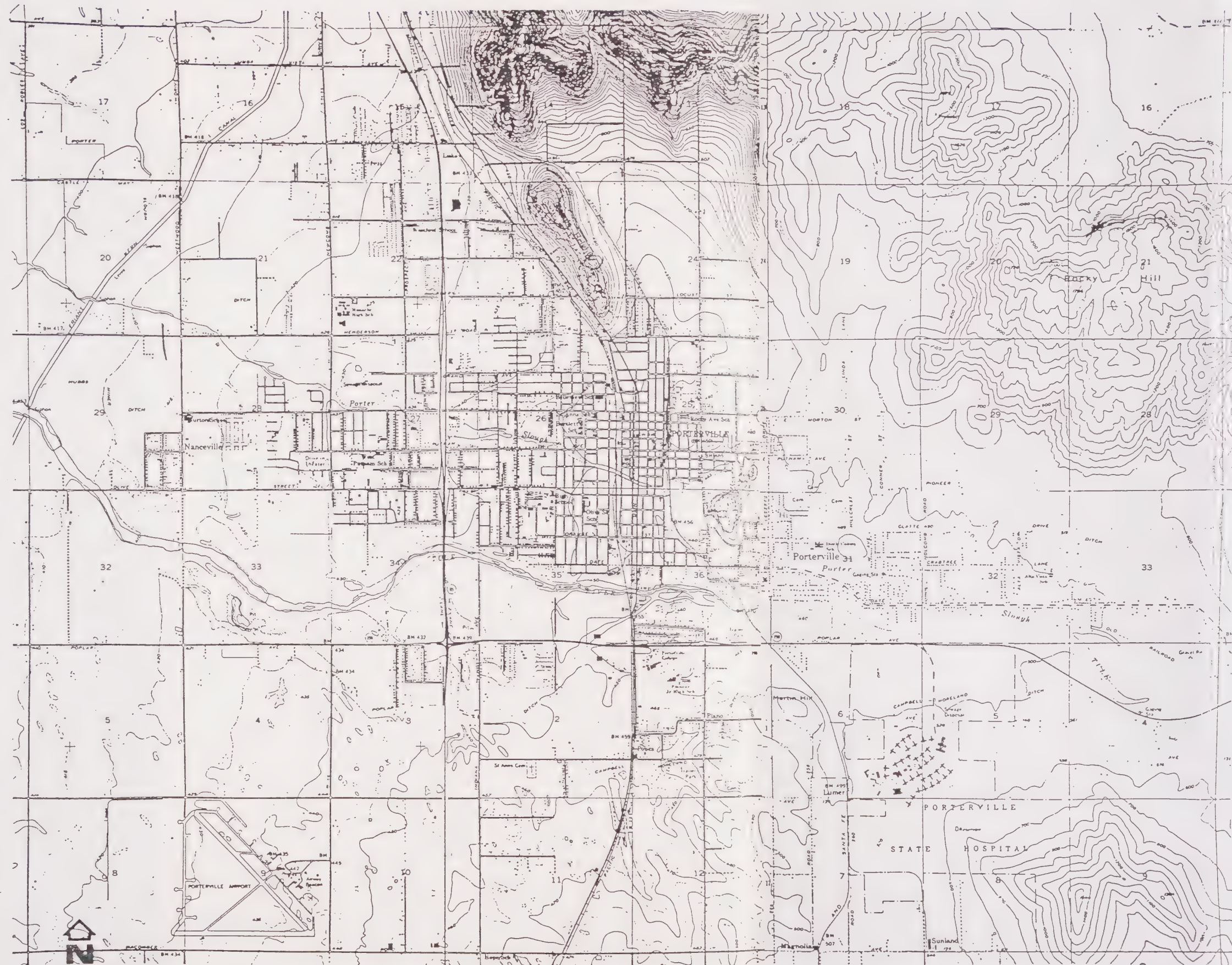
Land Forms: Two distinctive areas of geomorphology exist within the City of Porterville Urban Area Boundary; the Sierra Nevada Mountain Range foothills in the northeast and along the eastern perimeter and the San Joaquin Valley floor which occupies the majority of the planning area. Land form characteristics are discussed further in the topography section in Chapter 2 of this document and graphically shown by Figure 6-3.

Geology and Seismology: The Porterville area's geologic strata and substrata are composed of consolidated alluvial deposits on the Valley floor portion of the planning area, and granitic bedrock deposits in the foothills to the east and north. The Valley floor alluvial deposits are of Quaternary age whereas the granitic deposits are ultramorphic, plutonic age, predating the Valley floor deposits.

Localized and general faults are located throughout the Coastal Mountain Range 85 miles to the west and the Sierra Nevada range to the east. The intersection of the two mountain ranges near the Ft. Tejon-Lebec area is one of the most seismically active areas in the State, being located at the intersection of the Garlock, White Wolf and San Andreas Faults. Table 6-3 shows the prominent faults and their historic activity.

The susceptibility of an area to seismic events is expressed in terms of its Modified Mercalli Rating. This rating accounts for the ability of an area's geological substrata to transmit geologic shock and the strata's relative fragility. The Modified Mercalli Rating for the Porterville area, as determined by the California Division of Mines and Geology, is estimated to be between VII and VIII, indicating potential for some damage to unreinforced masonry structures during the occurrence of a major seismic event.

Porterville is on the fringe of the area known as the Tulare-Wasco Land Subsidence Area (See Figure 6-4). This subsidence area has historically experienced deep subsidence, due primarily to the continual overdraft of the underground water supply for agricultural irrigation. Subsidence, however, has not shown a significant increase since the 1950's, due partially to the recovery of the underground water table as a result of additional surface water deliveries to the area, and to water conservation efforts.



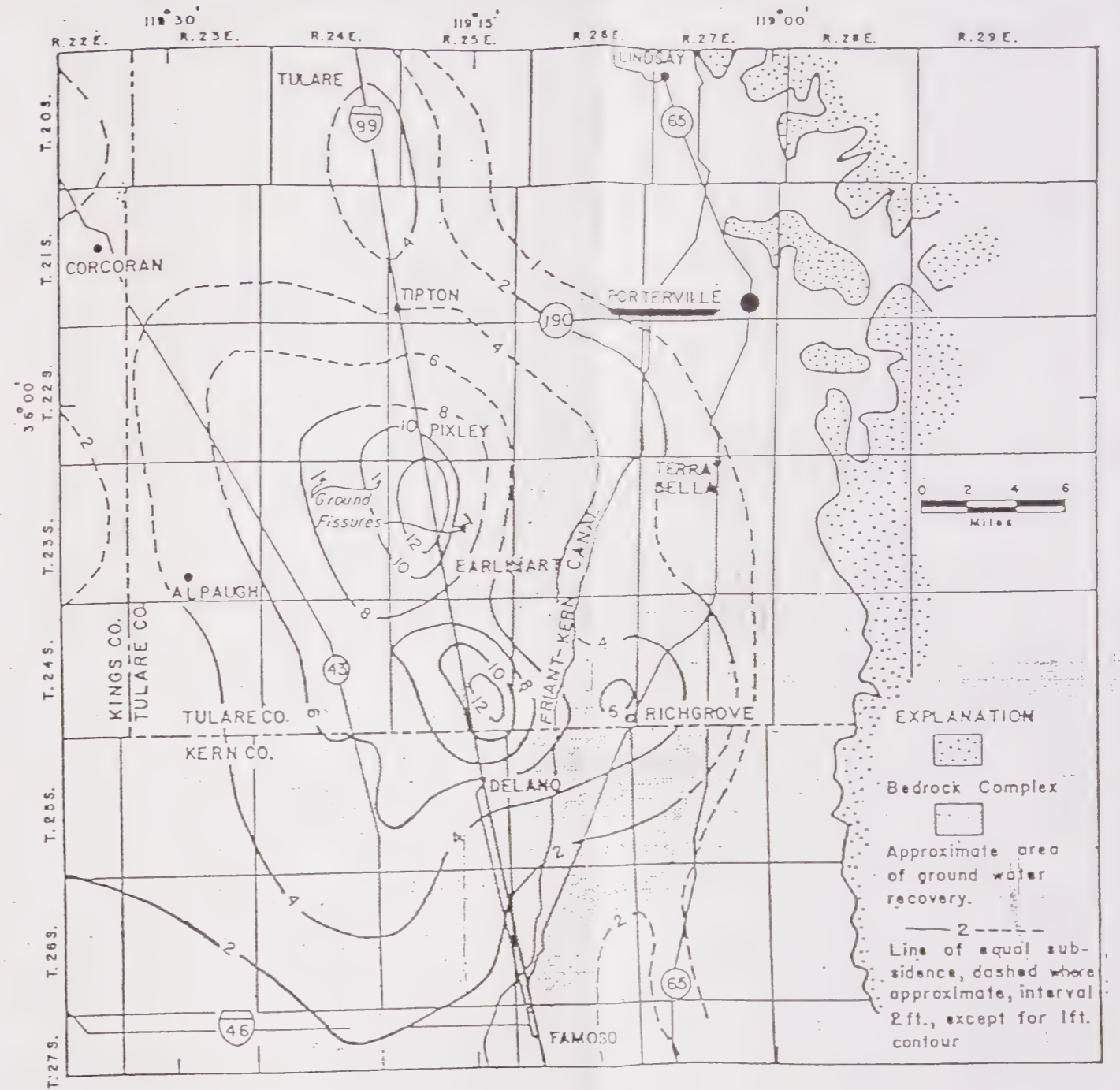
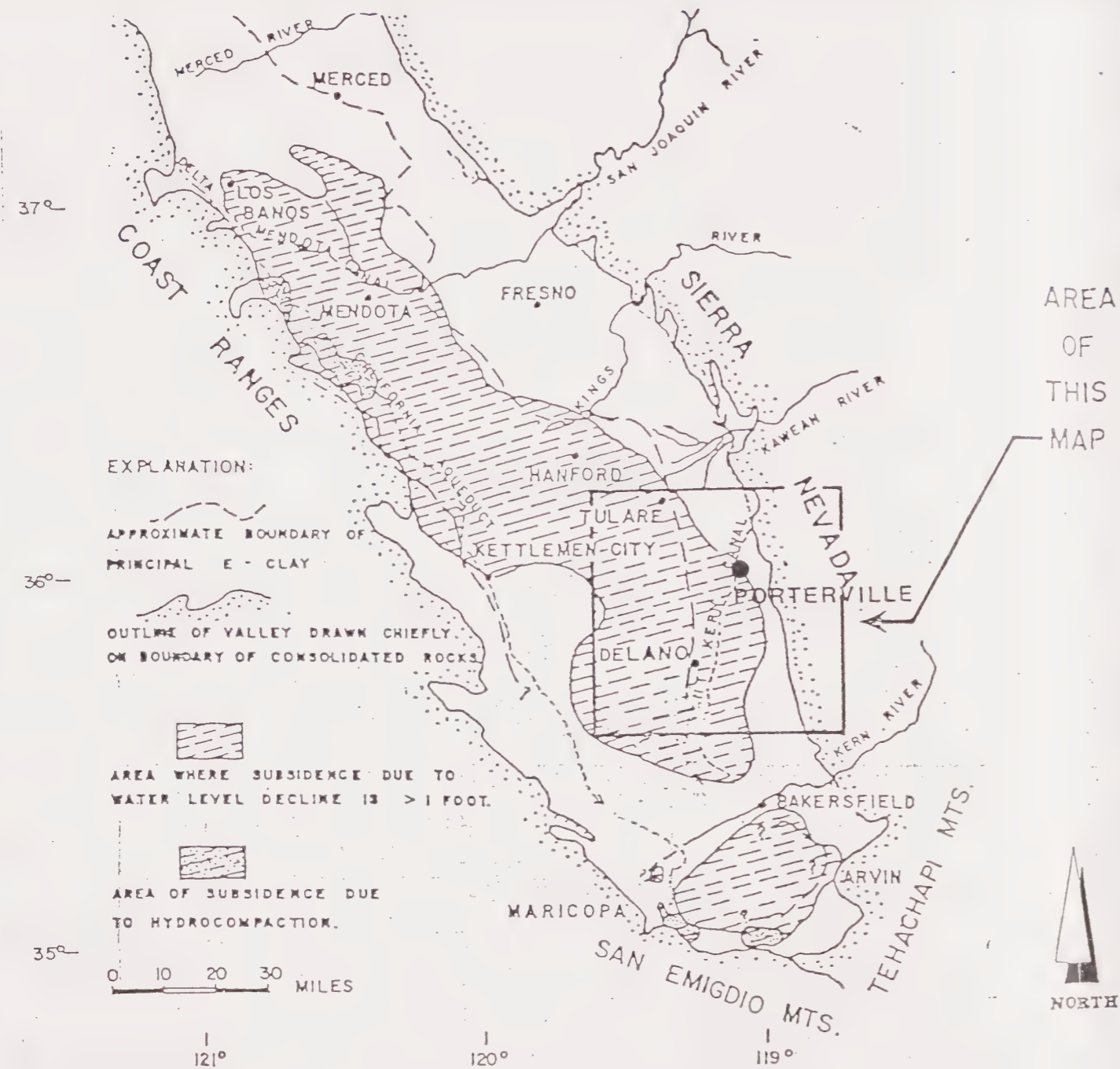
SOURCE: UNITED STATES GEOLOGIC SURVEY

TITLE

TOPOGRAPHY

FIGURE

6-3



LAND SUBSIDENCE BETWEEN YEARS 1926 - 1970

REFERENCE: Modified from Poland, J.F., and others 1973.
Location of ground fissures from Anderson, S.L., 1973.

TITLE
TULARE-PIXLEY LAND SUBSIDENCE AREA

FIGURE
6-4

TABLE 6-3

Geologic Faults and Major Activity

Fault	Earthquake	Date	Distance From Fault to Urban Area (Miles)
Sierra Nevada	Owens Valley	March, 1872	59
Sierra Nevada	Owens Valley	September, 1941	59
San Andreas	San Francisco	April, 1906	70
San Andreas	Parkfield	June, 1966	70
White Wolf	Kern County	July, 1952	60
San Fernando	San Fernando	February, 1971	103
Garlock	Kern County	July, 1952	80
Coalinga	Coalinga	May, 1983	75

Source: California Division of Mines and Geology.

Soils: Soils Associations in the Porterville urban area include the San Joaquin-Exeter Association, Porterville-Centerville, Tujunga-Grangeville Association, Ducor Association and the Cibo-Trabuco Association. Figure 2-3 in Chapter 2 of this document shows the location of these soils in the urban area. Table 6-4 shows each soil's properties and limitations for urban use.

TABLE 6-4

Soil Characteristics

Association	Soil Group	Soil Capability	Limitations Due To	
			Shrink-Swell	Soil Pressure
San Joaquin-Exeter	3	III	Moderate	Moderate
Porterville-Centerville	4	III	High	Moderate
Tujunga-Grangeville	2	III	Low	Severe
Cibo-Trabuco	5	VI	High	Moderate
Ducor	4	III	High	Moderate

Source: Tulare County, Soils: ERME II: Vol. 2 1974. p. 44.

The San Joaquin-Exeter Association is a Group 3 soil characterized by moderately deep, level, well-drained soils with hardpan. The permeability of the soil is very slow to moderate. Having a soil capability rating of III, these soils are moderately good for cultivation but are not, however, considered "prime" agricultural soils.

Porterville-Centerville Association soils are Group 4 soils, and are characterized as deep, level, well-drained to slowly permeable soils. These soils are often used for citrus and pasture. The shrink-swell limitations are high, creating constraints on urban development if urban improvements and structures are not properly designed. Limitations on urban

development due to limited allowable soil pressure are moderate. The Porterville-Centerville soils are considered capability Class III soils, when irrigated.

Soils of the Tujunga-Grangeville association are Group 2 soils. Due to their high sand content, permeability is very rapid and runoff is slow. Due to the relatively low organic material content, the inherent fertility is low. These soils have a soil capability rating of III. Limitation caused by soil pressure and shrink-swell behavior are severe and low, respectively.

The Ducor and Cibo-Trabuco Associations, which are limited to the southeast portion of the planning area around the Porterville State Hospital, have capability ratings of III and VI, respectively.

Several specialized soil types occur in the urban area. The Tule River, its bed and banks are composed of excessively drained stream bed deposits. These soils have severe limitations for urban development. Hilly areas in the urban area, notably Scenic Heights, Murry Hill and the foot of Rocky Hill are composed of Stony Adobe Clays of the Lassen and Porterville varieties. These soils are Group 5 soils characterized by shallow to deep, steep to very steep, well-drained upland soils. Both soil types are underlain by bedrock. Due to their clay content, both have high shrink-swell potential and severe limitations based on allowable soil pressure.

Because the soil types within the Porterville urban area are predominantly Class III and above, future urbanization, will not (in most cases), result in the loss of prime agricultural soil, generally considered to be Class I and II soils. Therefore, future proposals to convert agricultural lands to more urban uses should not be considered as a particularly significant adverse impact on the regional and statewide agricultural land bank, provided other City policies relative to such conversions are adhered to.

Mineral Resources: The Porterville urban area is surrounded by various mineral resources including oil to the south and chromite, magnesite and stone well-suited for use in construction when crushed, to the north and northeast. Although, magnesite mining outside the Urban Area Boundary northeast of Porterville (no longer active) contributed significantly to the Porterville economy earlier this century, the only real mineral resources within the Urban Area Boundary are relatively high quality construction grade sand and gravel deposits within the Tule River flood plain. This resource is not being mined in quantity today with a former extraction site located near the point where the Porter Slough branches from the Tule River and a small current operation at the western boundary of the planning area shown on the Open Space and Conservation map appended to this

document. The importance of the Tule River sand and gravel resource is emphasized by the County of Tulare Environmental Resources Management Element which states that "The stream deposits of sand and gravel along the Kaweah River near Lemon Grove and especially along the Tule River, between Porterville and Success, constitute important reserves of construction materials, particularly for use on the east side of the San Joaquin Valley".

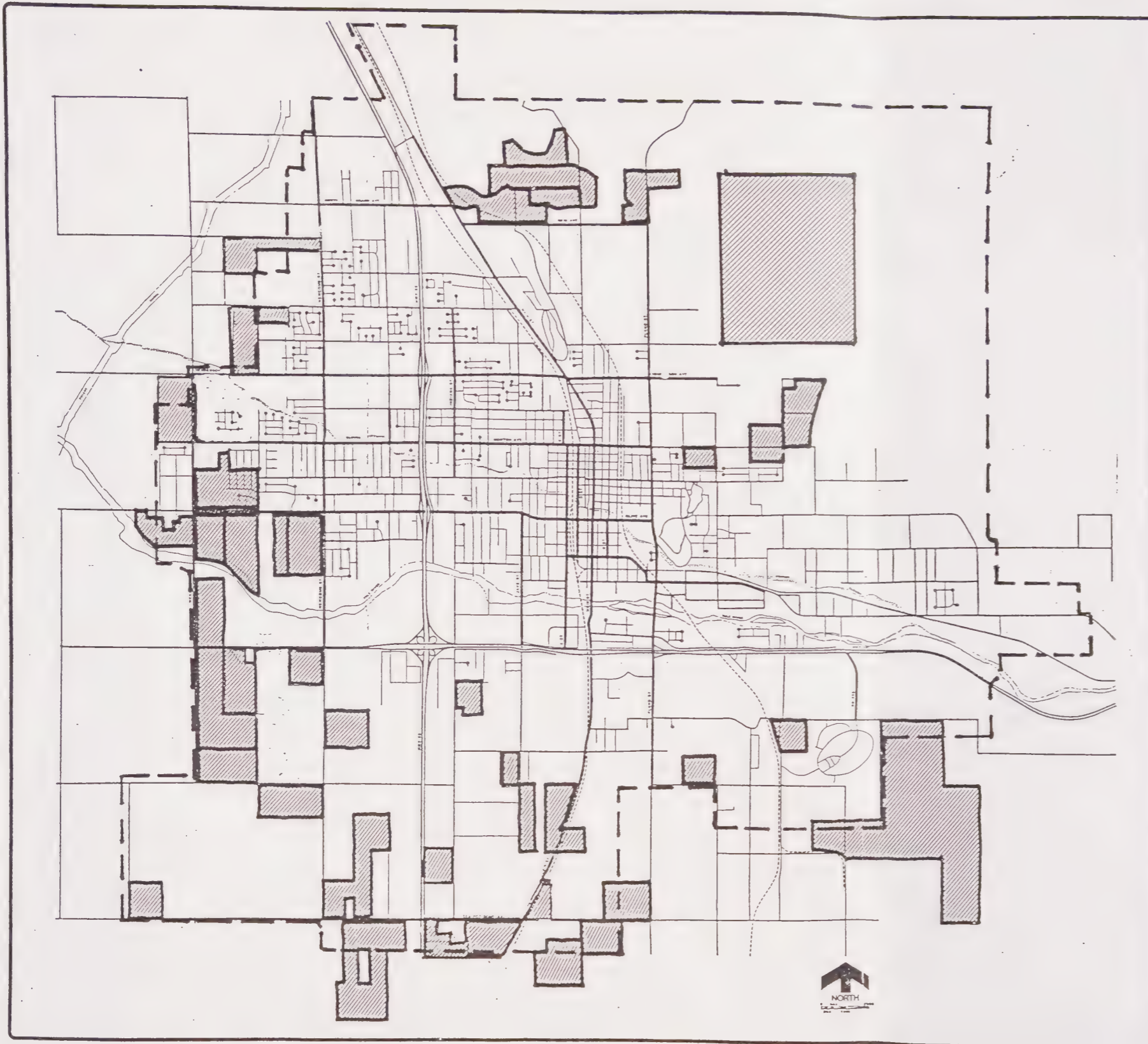
Agricultural Resources: Agriculture is a dominant factor in the local economy and social character of the community. Although local soils are not considered prime (Capability Unit I or II) they are considered productive for some crops, especially citrus, due to local climatic conditions.

There are approximately 14,720 acres of land currently in some form of agriculture within the Porterville Urban Area Boundary. This quantity may vary from year-to-year as land rotation practices require "fallow" years. Figure 3-1 of Chapter 3 (Land Use Element) of this document shows the distribution of agricultural land in the urban area.

Some of the land currently used for agricultural purposes has been reserved for long-term agricultural use by means of California Land Conservation Act ("Williamson Act") contracts. Such contracts provide for preferential property taxation in exchange for exclusive use of the land for agriculture. Contracts are generally established for a ten-year period, with renewal each year. Figure 6-5 shows the distribution of agricultural land currently under Williamson Act contracts within the Urban Area Boundary.

Archaeological and Cultural Resources: The Porterville area is considered a relatively sensitive archaeological region of the State, primarily due to prehistoric Indian activity and settlements on the Tule River. According to the California State University, Fresno Laboratory of Archaeology, the Porterville area is in the territory of the Koyote Indians, a sub-tribe of the Yokuts. The main village of the Koyote, named Chokowisho, was located on Murry Hill between Porter Slough and the Tule River. Around the mid-1850's the Indians were removed from this site and eventually permanently located on the Tule River Reservation. Substantial artifacts remain at the village site which document their previous occupation in Porterville, including bedrock mortars and arrowheads.

Sites in the Porterville area that have been surveyed include the River Ranch, and Saddleback Estates subdivisions, the Rocky Hill retention basin sites, the Corona Heights, Western Skies and Grandview Subdivisions, the Santa Fe Plaza Senior Housing Project and the Westfield Avenue and State Highway 65 overpass site. With the exception of Murry Hill (Corona Heights), these inventories revealed no significant cultural artifacts (See Figure 6-6). The CSU/Fresno Laboratory sug-



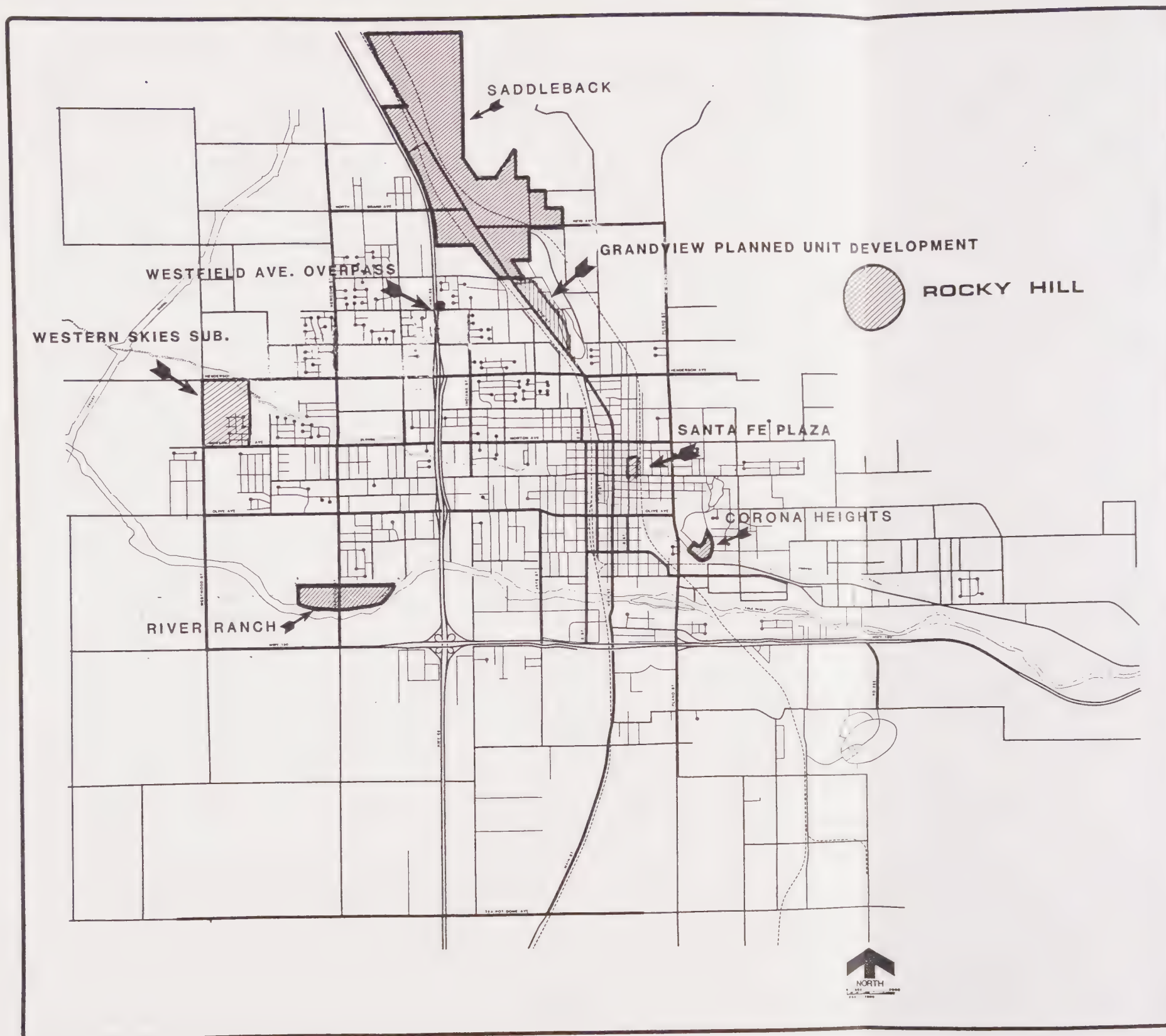
SOURCE: CITY OF PORTERVILLE, 1986.

TITLE

AGRICULTURE PRESERVES

FIGURE

6-5



SOURCE: CITY OF PORTERVILLE, 1982

TITLE

SURVEYED ARCHEOLOGICAL SITES

FIGURE

6-6

gests that the range of the Indians was limited to locations upstream from the Chokowisho Village. Both agricultural and urban development may displace any artifacts that may be present in an archaeologically significant site. Such impacts have the highest potential for occurring on property adjacent to the Porter Slough and the Tule River east of Highway 65, according to the historical record.

In June of 1986, the City completed a comprehensive inventory of significant historic and cultural resources within the boundaries of the original 1902 incorporation City limits. This survey identifies the structures and places which have become significant due to architectural uniqueness, historic events or community importance and places its findings in one comprehensive source for the community to use.

The inventory identified ten historic districts (neighborhoods). The residential district boundaries are conveniently depicted by known landmarks such as railroads and streets. With exception of the Main Street commercial district, the visual characteristics within these neighborhoods are strikingly similar. A closer look, however, reveals significantly more than rows of old houses. The historic commercial area reflects the City's Main Street orientation with the rear of the buildings being virtually unaltered in most cases presenting the utilitarian aspects of the period when most were constructed. The clustering of Craftsman Bungalows along East Putnam Avenue and other district streets reveals where many of the community's original families lived, worked and grew with Porterville.

The final inventory includes 337 individual residences, including some of the most striking in Porterville, and 89 "special" structures and sites, including churches, schools, government, and commercial structures.

Also, the inventory process concluded that 42 structures might be eligible for inclusion on the National Registry of Historic Places. Prominent among these are the Zalud House (for which Registry application has already been made), City Hall, Fire Station, Bartlett and Olive Street Schools (which because they are WPA-built will automatically qualify for the Registry when they reach age 50) and the site of the Butterfield Stage Station site at Main Street and Henderson Avenue. A list of all sites arranged by street including those properties with potential for nomination to the National Registry of Historic of Places is included as Appendix C of the "Historic and Cultural Resources Inventory Final Report" with particularly significant individual sites and the historically sensitive neighborhood locations shown on the Open Space and Conservation map appended to this document.

Biological Resources:

Vegetation: The dominant forms of vegetation in the Porter-

ville area are agricultural crops, including citrus, alfalfa, truck crops, cotton, grassland used for pasture, and ornamental landscaping. With the exception of woodland riparian areas along the Tule River, most of the land in the urban area has been cultivated for some form of domestic use.

Figure 2-5 in Chapter 2 of this document and the Open Space and Conservation map show the general location and range of rare, endangered or sensitive plant life in the urban area. According to the State Department of Fish and Game, California Natural Diversity Data Base, there are four plants in the urban area which are either presumed extinct, rare or endangered, or identified for special protection by the California Native Plant Society (CNPS): Keck's Checkermallow, *Sidalcea keckii* has been presumed extinct, Calico Monkey Flower, *Mimulus pictus* is a rare and endangered plant; and the Striped Adobe Lily, *Fritillaria striata*, and Tulare Pseudobahia *Pseudobahia peirsonii* have both been identified by CNPS for special protection. In addition, mature Graviola Oak trees *Grevillea Robusta* along North Main Street from Henderson Avenue to the northerly Urban Area Boundary have been identified by local interests as worthy of preservation.

Where historic sightings have occurred and where substantial native vegetation exists, a survey should be made, prior to approval of urban development proposals, by a qualified botanist to determine the biological potential and suitability of an individual project site to support any designated rare, endangered or protected plant life. If a determination is made that the site may be suitable, an inventory should be conducted to determine the presence and status of any plant life targeted for protection or preservation by State or federal agencies. If any rare, endangered or special-protection designated plant life is discovered on-site, appropriate preservation measures should be undertaken. Such measures could include relocation to a suitable habitat, project modifications to protect the range of the plant's natural habitat, precluding urban development or by other measures to be approved by appropriate resources agencies.

Wildlife: Due to the intense agricultural activities in the Valley floor, rodents, birds and development-tolerant mammals are the dominant form of wildlife in the Porterville urban area. Various rare, endangered or sensitive wildlife may, however, be present, according to the California Diversity Data Base and the Tulare County Environmental Resources Management Element (1972). Such wildlife includes the California Condor, the Southern Bald Eagle (overflights), the San Joaquin Kit Fox, and the Giant Garter Snake. The Blunt-Nosed Leopard Lizard, an endangered animal, may be present, based on recorded sightings, even though Porterville is considered outside the animal's range as determined by the California Department of Fish and Game.

In addition to these animals, there may be one or more breeding sites of the Great Blue Heron in or near riparian portions of the urban area.

Where the potential exists for urban development to reduce or impact the habitat of rare or endangered wildlife, a determination should be made by a qualified biologist of the project site's potential to support rare or endangered wildlife. If such a survey proves positive, an inventory should be made of the project site to determine the presence and status of such wildlife. If such wildlife is found to exist, the impacts of development could be mitigated by precluding urban development, relocation of the affected sensitive wildlife, by design modifications which protect the habitat of the affected animals, or by other alternatives deemed appropriate by the appropriate resource agencies.

2.3 Air Quality

Air quality is determined by a complex interaction of chemicals emitted to the atmosphere from internal combustion engines, industrial and agricultural operations and construction activities. The concentration of such chemicals in the air is determined by vertical and horizontal mixing.

Air emissions are monitored in the County by the State Air Resources Control Board (ARB). One monitoring station, located in downtown Visalia, is present in the County. Seventy percent of the measured carbon monoxide and ozone/oxidant levels are the result of fossil fuel use in internal combustion engines, primarily passenger vehicles, according to the Tulare County Pollution Control Maintenance District. A secondary source of regional air pollutants is the migration of pollutants from upwind of the air basin, primarily from the San Francisco Bay Area.

Suspended particulates are currently a significant airborne contaminant. Unlike the other air contaminants, its primary source is airborne dust caused by land cultivation in the Valley. This dust, combined with smoke from home fireplaces and/or agricultural burning, creates the haze conditions which occasionally prevail in the area.

Table 6-5 shows incremental pollutant concentration increases for a 100-acre development between the years 1980 and 1985. The data are based on the average traffic generated from a mixed-use 100-acre development, the average diurnal variations in mixing depths, pollutants generated by vehicles of 1970-82 model years, and an average one-way trip length of two miles. The incremental concentrations shown on Table 6-5, however, are based on a zero mile-per-hour wind velocity, a rare occurrence, and therefore represent the extreme case. The data show that there may be a significant increase in the carbon monoxide concentration resulting from urban development. This impact, however, is primarily the result of the

usage of pre-1975 model year vehicles, which have five to ten times the post-1975 model year vehicle carbon monoxide emissions.

Table 6-6 shows the estimated incremental pollutant concentrations resulting from a 100-acre mixed use development in 1990 based on the vehicle emission standards for 1990. The data in the Table show that except under the most extreme conditions and rare circumstances CO, hydrocarbons and NOx emissions are below established standards. The primary effect that may be anticipated from urban development is an increase in the level of vehicle-related contaminants such as carbon monoxide (CO), nitrogen dioxide (NOx), and hydrocarbons.

TABLE 6-5

Incremental Pollutant Concentrations
Resulting from 100-Acre Development 1982-85 (ug/m) ¹

Season	Morning			Afternoon		
	CO	Hydrocarbons	NOx	CO	Hydrocarbons	NOx
Winter	5.76	0.69	0.55	5.11	0.61	0.48
Spring	3.83	0.46	0.37	2.56	0.15	0.24
Summer	7.67	0.91	0.74	2.56	0.15	0.24
Fall	7.67	0.91	0.74	3.30	0.20	0.31

1. Zero mile per hour wind conditions

Source: QUAD Consultants, 1982.

TABLE 6-6

Incremental Pollution Concentration
Resulting from 100-acre Development 1990 (ug/m) ¹

Season	Morning			Afternoon		
	CO	Hydrocarbons	NOx	CO	Hydrocarbons	NOx
Winter	0.93	0.12	0.16	0.85	0.11	0.14
Spring	0.63	0.08	0.11	0.43	0.05	0.07
Summer	1.27	0.16	0.22	0.43	0.05	0.07
Fall	1.27	0.16	0.16	0.54	0.07	0.09

1. Zero mile per hour wind conditions

Source: QUAD Consultants, 1982.

2.4 Needs

The Tule River and the Porter Slough provide unique riparian habitat for various flora and fauna, as well as providing aesthetically appealing open space and passive recreational

opportunities along the Tule River for the citizens of Porterville urban area. As such, the City needs to encourage the preparation or maintenance of adequate open space uses adjacent to these waterways. This would serve to reduce flood damage hazards, promote visual and recreational uses, and maintain utilization for wildlife habitats.

Flooding from watercourses or sheet flow runoff within the Urban Area Boundary is regarded as a significant public safety hazard as described within the Public Safety Element of the Tulare County General Plan. One means for reducing this potential hazard would involve either the designation of low intensity land uses (open space) adjacent to waterways and in areas subject to runoff flooding or structural flood control improvements to the various waterways. Flood control solutions must emphasize the consideration of maintaining habitats and visual resources while preventing erosion to watercourse banks.

Although current groundwater reserves are more than adequate to meet Porterville's projected water needs for many years, it will become increasingly important to plan and implement water reclamation strategies and aquifer recharge systems to ensure that the City's existing and future wells continue to supply needed domestic water.

The mining of sand and gravel resources from the Tule River could contribute to increasing flood hazards and the destruction of river crossings, utility lines and other facilities. To assure that these flood impacts are reduced the City needs to carefully review all proposed mining operations within the Tule River corridor, and require the mitigation of all identified impacts (i.e. flooding, bridge abatement scouring) where significant problems could occur.

Within the Urban Area Boundary, there are a number of identified significant and potentially significant biological, archaeological and cultural resources as shown on Figure 2-5 and the Open Space and Conservation Element map appended to this document. In order to ensure their consideration and preservation, where appropriate, as development is proposed, biological and archaeological surveys or historical site protection measures need to be undertaken, and mitigation measures proposed in accordance with the significance of the identified impact.

3.0 POLICIES

To ensure conservation and protection of Porterville's natural and appropriate manmade resources, the following policies are established:

- 3.1 Encourage the protection of the Tule River corridor within the Urban Area Boundary in order to: reduce flood hazards,

protect significant biological resources and provide for recreational uses and scenic viewsheds.

3.2 Encourage the maintenance of significant natural land forms during development.

3.3 To protect and wisely manage hillsides and topographic resources, the City shall use the following guidelines:

Percent Natural Slope	Guideline
Less than 10%	This is not a hillside condition. Conventional grading techniques* are acceptable.
10% - 19.9%	Development with grading may occur in this zone, but existing land forms must retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected.
20% - 24.9%	Special hillside grading, architectural and site design techniques are required. Architectural prototypes are expected to conform to the natural land form and clustering shall be used.
Over 25%	Only limited grading** is expected and in certain cases grading may be prohibited. Development should not normally be approved within this area.

* Movement for redistribution of earth over large areas. However, disruption of the land form, drainage patterns, and on-site surface terrain and vegetation is discouraged and shall be avoided.

** The movement of earth for small projects such as custom lots, individual building foundations, driveways, local roads, utility excavation, etc.

3.4 Encourage the development of appropriate flood control measures to assure the safety of residents while emphasizing maintenance of natural wildlife habitats and vegetation.

3.5 Ensure that all development approvals along the Tule River floodway are documented to be out of the floodway and include sensitive treatment of the floodway in an environmentally sound manner with associated public access provided where appropriate and desirable.

3.6 Encourage the use of drought-resistant vegetation and the use of reclaimed water for irrigation.

3.7 Encourage the use of innovative water conservation measures in all proposed developments.

3.8 Ensure that adequate domestic water supply is maintained within the Urban Area Boundary.

- 3.9 Require that appropriate soils and geologic surveys be completed for all proposed development consistent with the Safety Element of the Tulare County General Plan.
- 3.10 Require adequate grading and replanting to minimize erosion and prevent slippage of manmade slopes.
- 3.11 Require that any proposed mining or sand extraction operations are adequately reviewed during the project and environmental review processes to ensure mitigation, to the extent practicable, of identified environmental impacts, especially water quality, habitat preservation and bridge undermining.
- 3.12 Require the planned reclamation of mined lands following extraction of mineral resources with consideration of the lands potential for recreational, natural habitat, and scenic uses as well as for residential, commercial or industrial development.
- 3.13 Encourage the preservation and enhancement of significant biological resources in areas intended for permanent open space.
- 3.14 Require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, replanting and/or sensitive site planning techniques.
- 3.15 Where feasible and practical, the City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site. Preservation may include various measures from retention as permanent open space to location within a development that is not covered with structures; the type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use.
- 3.16 Encourage the preservation of significant remnants of Porterville's cultural past.

4.0 PROGRAMS

The following programs are included in this plan as some of the potential means by which the City can specifically implement the policies prescribed in this Element and achieve the City's conservation goals.

- 4.1 The City shall conserve the quality of existing water resources through careful management of lands that are adjacent or tributary to water resource areas.

- 4.2 The City shall include provisions within its Zoning Ordinance to require that an application for extraction of sand and gravel from the Tule River floodway shall be subject to the Conditional Use Permit process.
- 4.3 The City shall review projects to ensure that storm water run-off is controlled in a manner that will minimize water degradation, reduce the waste of fresh water, enhance wildlife, and reduce the impact of erosion.
- 4.4 The City shall use the Environmental Review process to identify, conserve and enhance unique natural and cultural resources.
- 4.5 When appropriate, and feasible, the City shall encourage the granting of perpetual open space easements to the City in order to preserve cultural, archaeological, or natural resources.
- 4.6 The City shall utilize the Environmental and Project Review processes to ensure that grading practices used within the City, minimize potential safety hazards while maintaining aesthetic qualities and natural land forms.
- 4.7 The City shall utilize the mapped information on Figures 2-3, 2-4, 2-6, 6-5, 6-6, and the Open Space and Conservation Element map, during the Project Review process in order to identify significant resource areas that the proposed development may affect, and to determine the appropriate mitigation measures required.
- 4.8 The City shall coordinate water supply planning with the various private districts within the Urban Area Boundary.
- 4.9 The City shall actively support programs that promote water conservation throughout the City.
- 4.10 The City will continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns.

LUE(1): C6CE.(1) (1-5)
C6CE.(2) (6-10)
C6CE.(3) (11-16)



APPENDICES

GENERAL PLAN DESIGNATIONS

ZONE PLAN DESIGNATIONS

Suburban Residential (R-A)

One Family Estate (R-E)

One Family 8,000 square foot (R-1-8)

One Family 6,000 square foot (R-1)

Three Family (R-2)

Multiple Family (R-3)

Multiple Residential (R-4)

Professional Office (P-0)

Neighborhood Commercial (C-1)

Heavy Commercial (C-2)

Highway Commercial (C-3)

Light Commercial (C-H)

Heavy Manufacturing (M-1)

Primary Flood Plain (F-1)

Secondary Flood Plain (F-2)

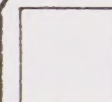
Open Area (O-A)

Airport Safety (A-S)

Airport Development (A-D)

Planned Unit Development (P-D)

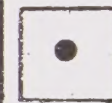
Rural Density Residential	•	•																		
Low Density Residential	•	•	•	•															•	
Medium Density Residential					•														•	
High Density Residential						•	•												•	
Neighborhood Commercial									•										○	
General Commercial										•		•							•	
Heavy Commercial											•								•	
Highway Commercial												•							•	
Professional and Office								○	•										○	
Industrial													•	•				•		
Public and Quasi-Public	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	•	○	○	○
Recreation and Open Space	○	○	○	○	○	○	○	○	○	○	○	○	○	○	•	•	•	○	○	○
Agriculture																				
Airport Master Plan																	•	•		



No significant correspondence of zone plan designation to General Plan designation



Conditional correspondence of zone plan designation to General Plan designation



Complete or substantially complete correspondence of zone plan designation to General Plan designation

RETURN TO → *Institute of Governmental Studies Library*

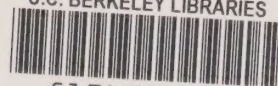
1	2	3
4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS

DUE AS STAMPED BELOW

SENT ON ILL		
APR 18 1995		
U. C. BERKELEY		

U.C. BERKELEY LIBRARIES



C124892286

